The Hongkong Telegraph.

(ESTABLISHED 1881.)

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Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP .....Yen 24,000,000
RESERVE FUNDS ..... „ 14,550,000

Branches and Agencies.

TOKIO.	CHEFOO.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.
HANKOW.	

Head Office:—YOKOHAMA.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.—
On fixed deposit:—
For 12 months .....5% p.a.
„ 6 „ .....4% „
„ 3 „ .....3% „

TAKEO TAKAMICHI,
Manager.

Hongkong, 6th April, 1907. [17

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP .....GOLD $3,250,000
=ABOUT MEX $5,900,000
RESERVE FUND .....GOLD $3,250,000
=ABOUT MEX $5,900,000

HEAD OFFICE:—
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
6 „ 4 „ „ „ „
3 „ 3 „ „ „ „

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,00

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hamburg	Hankow
Kobe	Peking	Singapore	Tientsin
Tsinanfu.	Tsingtau	Yokohama	

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank) — Berlin.
Direction der Disconto-Gesellschaft — Berlin.
Deutsche Bank — Berlin.
S. Bleichroeder — Berlin.
Berliner Handels-Gesellschaft — Berlin.
Bank fuer Handel und Industrie — Berlin.
Robert Warschauer & Co. — Berlin.
Mendelssohn & Co. — Berlin.
M. A. von Rothschild & Soehne — Frankfurt a/M.
Jacob S. H. Stern — Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

F. JUNG,
Manager.

Hongkong, 11th January, 1907. [24

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,000,000 (£ 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 8th June, 1907. [20

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $21,000,0 0
Silver Reserve .....$11,000,000 }
RESERVE LIABILITY OF PROPRIETORS.$10,000,000

COURT OF DIRECTORS:
G. H. Medhurst, Esq., Chairman.
Hon. Mr. Henry Keswick, Deputy Chairman.
A. Fuchs, Esq. — E. Shellim, Esq.
E. Goetz, Esq. — R. Shewan, Esq.
A. Haupt, Esq. — H.A. W. Slade, Esq.
C. R. Lenzmann, Esq. — H. E. Tomkins, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 14th June, 1907. [21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [22

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL.....£ 800,000
Shortly to be increased to £1,200,000
RESERVE FUND £1,075,000
Shortly to be increased to £1,475,000
RESERVE LIABILITY OF PROPRIETORS .....£ 800,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
„ „ „ 6 „ 3½ „
„ „ „ 3 „ 2½ „

JOHN ARMSTRONG,
Manager.

Hongkong, 15th May, 1907. [23

Notice of Firm.

INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co.
(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 31st July, 1907. [707

Intimations.

OREGON PINE LUMBER.

DODWELL & COMPANY, LIMITED, have always in stock a supply of the above in all sizes. Prices may be obtained on application.

Hongkong, 25th July, 1907. [682

A. CHAZALON & CO.
6, Queen's Road Central,
WINE, SPIRIT AND COAL MERCHANTS AND GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT
in pints and Baby bottles.

FRENCH SYRUPS
GRENADINE, GROSEILLE, &c.

VICHY, PERRIER, ROCHEMAURE AND Other FRENCH MINERAL WATERS
ALSO
Large Assortment of CANNED GOODS suitable for Pic-nic.

Hongkong, 15th May, 1907. [47

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI.....	MARMORA ..... Capt. G. H. C. Weston, R.N.R.	About 8th Aug.	Freight and Passage.
LONDON, &c., via usual Ports of Call	DELHI ..... Capt. J. D. Andrews, R.N.R.	10th Aug., Noon.	*See Special Advertisement*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SIMLA ..... Capt. C. D. Goldsmith, R.N.R.	About 14th Aug.	Freight and Passage.

For Further Particulars, apply to
E. A. HEWETT, Superintendent.

Hongkong, 2nd August, 1907. [2

Intimations.

LANE, CRAWFORD & CO.
SOLE AGENTS.

DELICIOUS with FRUITS, SWEETS, TEA, COFFEE, &c., &c., &c.

PRESERVED IN ALL ITS NATURAL RICHNESS

GUARANTEED FRESH.

PRICES:
27 cts., 35 cts., 50 cts. - - per Tin.
$3.00, $3.85, $5.50 - - - per Dozen.

LANE, CRAWFORD & CO. [85

ASK FOR
KUPPER'S PILSENER BEER
and see that you get it.

LOOK CAREFULLY AT THE LABEL.

BEWARE OF COLOURABLE IMITATIONS.

SOLE AGENTS,
CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

Telephone No. 75.

Hongkong, 6th July, 1907. [38

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 11th August,

THE Company's Steamship
"SUI-AN"
will depart from DOUGLAS WHARF at 9 A.M.
Returning from Macao at 5 P.M.
Luncheon and Refreshments supplied on board.

Saloon, Return Fare..... $4.00
„ „ „ on the following day 5.00
„ Single „ 2.00

Popular Excursion Rates as usual.
Children under 12 years Half-Price.
NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the returning steamer from Macao.

W. E. CLARKE,
Secretary.

Hongkong, 5th August, 1907. [79

Intimations.

One of the most prominent Medical men of China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at
THE SAVOY,
in Queen's Road Central and at their Branch Store in Kowloon.
THE MUTUAL STORES,
and all its BRANCHES.
WATSON & CO., LD.,
and the Agents—
F. BLACKHEAD & Co.

Hongkong, 24th January, 1907. [30

THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED A LARGE CONSIGNMENT OF
LADIES' HATS, TOQUES & BLOUSES
DIRECT FROM PARIS.

PRICES VERY MODERATE. [39

CHAMPAGNE.
G. H. MUMM & CO.
THE MOST POPULAR WINE
Can be had in the following qualities:
EXTRA DRY (Gout Americain);
BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.
Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony. [545

Hotels.

CONNAUGHT HOTEL,
HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.
Wines and Spirits of the very Best Quality.
Bath to Every Room.
Hot and Cold Water Throughout.
Hotel Launch Meets all Steamers.
Special Terms for Tourists and Parties or Families.
FOR TERMS APPLY TO—
THE MANAGER & AGENT.

709]

HONGKONG HOTEL.
FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights.
A. F. DAVIES,
Manager.

Hongkong, 21st June, 1907. [26

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 66.
For Terms, &c., apply to the
MANAGER

Hongkong, 2nd July, 1907. [29

VICTORIA HOTEL,
(TELEGRAMS—VICTORIA—SHAMEEN),
SHAMEEN, CANTON,
ON THE BRITISH CONCESSION.
H. HAYNES,
Manager.

MACAO HOTEL,
(TELEGRAMS—FARMER—MACAO).
MACAO, CHINA,
IN THE CENTRE OF THE PRAIA GRANDE.
Capt. T. AUSTIN, R.N.R.,
Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

25]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,".....2,363 tons.....Captain H. D. Jones.
" "POWAN,".....2,338 " ..... " W. A. Valentine.
" "FATSHAN," .....2,260 " ..... " C. V. Lloyd.
" "KINSHAN," .....1,995 " ..... " B. Branch.
" "HEUNGSHAN," ...1,998 " ..... " R. D. Thomas.

Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "SUI-AN,".....1,651 tons.....Captain E. H. Grainger.
" "SUI-TAI,".....1,651 " ..... " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M., and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,".....219 tons,.....Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,".....588 tons .....Captain J. Willox.
" "NANNING,".....569 " ..... " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th July, 1907. [9

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 9.30 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Wharf is at the end of Wing Lok Street (Tram Station).
Canton Agents:—Messrs. E. Pasquet & Co.
For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907. [370

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.
HONGKONG.

Hongkong, 6th October, 1906. [14

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIKINI	JAPAN	Second half July	JAVA PORTS	First half Aug.
TJILIWONG..	JAVA	First half Aug.	JAPAN	First half Aug.
TJIMAHI.....	JAPAN	First half Aug.	JAVA PORTS	First half Aug.
TJIBODAS ...	JAPAN	Second half Aug.	JAVA PORTS	Second half Aug.
TJIPANAS ...	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJILATJAP...	JAPAN	First half Sept.	JAVA PORTS	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
YORK BUILDINGS, 1st floor,
Hongkong, 25th July, 1907. [13

Dentistry.

Dr. M. H. CHAUN
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY
35, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1905 [61

TSIN TING,
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th June, 1904. [60

Intimation.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.
Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [37

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"ZIETEN" Capt. F. Prüsch	WEDNESDAY, Noon, 14th Aug., 1907.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	about WEDNESDAY, 14th Aug., 1907.
MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. van Senden	THURSDAY, Noon, 15th Aug., 1907.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About FRIDAY, 23rd Aug., 1907.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	About SATURDAY, 9 A.M., 31st Aug., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 31st July, 1907. [1

Intimation.

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C.
CALCUTTA, 59, Bentinck Street.
SHANGHAI, 566, Nanking Road.
Hongkong, 27th November, 1905. [44

Hotel.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the Colony.
Electric Lights, Fans and Call Bells.
Bath Rooms attached to Each Room.

Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern Luxury.
Billiards and Bowling Alleys.
Moderate Terms and No Extras.
Modern Management.

Telegraphic Address: "CHEF" HONGKONG.
Telephone No. 84.

O. E. OWEN,
Proprietor.
[708

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the highest scores at the monthly competition for the cups presented by His Excellency Sir Matthew Nathan and Sir Paul Chater during the month of June.

A. Jenkins	70 scr.		=70
A. Bolton	59	+ 11	=70
D. Willis	57	+ 13	=70
Dr. J. M. Atkinson	56	+ 14	=70
J. Lewingdon	62	+ 7	=69
Dr. Evan Jones	62	+ 7	=69
P. P. J. Wodehouse	64	+ 4	=68
E. S. Carruthers	64	+ 4	=68
A. Mackenzie	63	+ 5	=68
H. W. Bird	62	+ 6	=68
W. J. Saunders	61	+ 7	=68
G. Gibson	48	+ 20	=68
A. Moir	59	+ 8	=67
Hon. Mr. F. H. May	57	+ 10	=67
J. H. Pidgeon	66 scr.		=66
S. E. Green	64	+ 2	=66
E. W. Terrey	53	+ 13	=66
J. C. Gow	65 scr.		=65
W. J. I. Gast	54	+ 11	=65
R. Baker	60	+ 4	=64
Sir Francis Piggott	59	+ 4	=63
A. Blowey	57	+ 6	=63

There were 109 entries.

POOL COMPETITION.

8th & 9th June Won by Dr. J. M. Atkinson Score 70
15th & 16th " Mr. D. Willis " 70
29th & 30th " Mr. H. W. Bird " 68

It is published for the information of members that the reasons for the present arrangement of dates of shooting at Kowloon King's Park Range and the Peak Range respectively are as follows:—

The Volunteers use the King's Park Range on the 1st and 3rd Saturdays and Sundays in each month, on these days therefore the shooting must be at the Peak Range.

The 1st Saturday and Sunday will be in future allotted to the Governor's Cup and the 3rd Saturday and Sunday to the Douglas Cup.

The 2nd Saturday and Sunday are set apart for the Governor's Cup and Chater Cup competition and the 4th Saturday and Sunday for the Berkeley Cup at 600 both at King's Park Range.

Thus there will be in future only two week end shoots for the Governor's Cup and one each for the Berkeley and Douglas Cups.

The fifth Saturday and Sunday which occur once a quarter are available for the Medhurst Cup to be competed for at disappearing targets. Public holidays will also be allotted to this competition and the conditions and arrangements will be the same as for the China Mail Cup shot for in 1906.

These arrangements may be considered as fixtures for 1907 which will be adhered to unless unforeseen circumstances arise, when notification will be issued to members.

THE NEW SERVICE BULLET.

Within the last two years both France and Germany have adopted a new rifle bullet of this sort. Both nations, from all accounts, appear quite satisfied with the results obtained; and there is reason to believe the pointed bullet is being experimented with in other armies. Taking the German "Spitzen" or "S" bullet as a type, it appears that the calibre is the same as that of the original projectile of the service rifle, and like it has a leaden core with a nickel steel mantle half a millimetre thick; but its total length had been cut down from 31½ to 28 mm, and it consists of a base which is cylindrical, with a conical tip; the weight is reduced proportionately, *i.e.*, from 14.69 to 10 grammes. The ballistic properties of the projectile are, on the whole, superior to those of the older pattern of conventional form; with a slight increase of charge the velocity at 25 metres from the muzzle has risen from 620 to 800 metres per second, and the trajectory is very much flatter, so that any object 5 feet 8 inches high is liable to be struck up to a range of 600 metres. At long ranges, as might be expected, the lightness and shortness of the new "S" bullet tell against it, in the direction of reduced velocity. The results of the introduction of the pointed bullet then are likely to be an increase in number of hits at ranges up to 900 metres, and of the number of rounds that the individual soldier can carry; the question is how it compares with the cylindro-ojival form in regard to stopping power, as distinct from mere penetration. This is an all important point, and, for the present, opinions are divided in the absence of a sufficient number of experiments; for the fact that at 1,800 metres the new bullet has just double the penetrative power on wood that the old possessed is not altogether sufficient proof that it will have a proportionately greater effect on the human frame; moreover, the question of "stopping power" does not come in at that range to the same extent as at 800 metres. *Prima facie* the increased velocity, reduced weight, and pointed form should make it a more humane bullet than its predecessor, and if these pointed bullets are to come in generally we may probably expect an increased number of casualties, but of casualties which will be returned to the fighting line sooner than ever.—*Pioneer.*

THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1905. [53

Consignees.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship
"HABSBURG,"
Captain Filler, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 6th prox., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th prox., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 30th July, 1907. [700

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ REGENT LUITPOLD,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 30th of July, at 10 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th of August, will be subject to rent.

All broken chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th of August, at 9.30 A.M.

All Claims must reach us before the 10th of August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.
Hongkong, 30th July, 1907. [1

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"PALMA,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 8th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in my case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 1st August, 1907 [2

NOTICE TO CONSIGNEES.

FROM MELBOURNE.

THE Steamship
"HARBART,"
Captain Bowling, having arrived, Consignees are requested to send in their Bills of Lading for countersignature to the undersigned and to take immediate delivery of their goods from alongside.

Any Cargo impeding her discharge will be landed at Consignee's risk and expense.

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 1st August, 1907. [712

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"LAISANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., on the 5th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LD.,
General Managers.
Hongkong, 2nd August, 1907. [6

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $4.50 per Cask ex Factory.

In Bags of 250 lbs. net $2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 2nd October, 1906. [48

Intimation.

Powell's

ALEXANDRA BUILDINGS.

DIRECT IMPORTERS

BABY CARRIAGES

Special Lines in

TROLLEY CARS

Dainty Upholstered

CHILDREN'S COTS

CANOPIES, RUGS

and

SUNDRIES

WM. POWELL, LTD.,

HONGKONG.

Hongkong, 3rd August, 1907. [82

Public Companies.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SECOND ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 13th August, at 12 o'clock, Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors and selecting Directors and Auditors.

The TRANSFER BOOKS of the Company, will be CLOSED from the 31st July to 13th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, 22nd July, 1907. [673

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 17th day of August, 1907, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to the 30th June, 1907.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st July, 1907. [705

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the Corporation will be CLOSED from TUESDAY, the 6th, to the 17th day of August, 1907, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st July, 1907. [706

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 19th August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 29th July, 1907. [698

NOTICE.

GREEN ISLAND CEMENT COMPANY, LIMITED.

SHAREHOLDERS are reminded that Interest at the rate of 12 % per annum is payable on overdue calls.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 1st August, 1907. [713

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

AN INTERIM DIVIDEND of 80 cents per Share for the Six Months ending 30th June, 1907, will be payable on the 17th August, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 17th August, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 1st August, 1907 [714

Intimations.

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIEMSSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907. [54

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1907. [63

SHANGHAI SHARE TRANSACTIONS.

BENJAMIN and POTTS v. GORDIUS NIELSEN.

At the Danish Consular Court, at Shanghai, on 29th ult., before Mr. T. Raaschou, the hearing of the above suit was continued. Mr. L. E. P. Jones appeared for the plaintiffs; defendant was unrepresented by counsel.

His Honour announced the following decision, on the opening of the Court:—

Inasmuch as the plaintiff sues for more than the amount of the promissory note, facts connected with the origin of the claim may be relevant to the case. Furthermore, the defence also raises the question of the validity of the signature to the promissory note and brings in a counterclaim. The defence, therefore, cannot, as a whole, be held to be irrelevant to the decision of the case.

Mr. L. E. P. Jones then answered the defendant's answer verbally. He said that Paragraphs 1A and 2B were not admitted by the plaintiff; Paragraph 2 called for no reply; Paragraphs 3A and 3B were not admitted; in Paragraph 4 the allegation that the plaintiffs intimidated the defendant in his business was not admitted; Paragraph 5 called for no reply.

His Honour said that he desired to ask defendant a question with regard to Paragraph 6. Paragraph 7 of the plaintiffs' petition stated that defendant was now in a position to pay. He wanted to know whether defendant maintained he was not in a position to pay.

Mr Nielsen said he was in a position to pay.

Mr. Jones said that the allegation contained in Paragraph 6A. was not admitted. With regard to Paragraph 6B. the plaintiffs did not admit that the sum of Tls. 2,000 was ever offered and accepted in full satisfaction of the plaintiff's claim. Plaintiffs further asked that the defendant be ordered to give further particulars of his defence.

In reply to his Honour Mr. Nielsen said he intended to introduce documentary and other evidence.

His Honour said the case could not be taken in August.

Mr. Jones suggested that in the meantime Mr. Nielsen could furnish particulars with regard to the alleged instructions given and broken and not carried out, and how it was that the promissory note was signed by him under a misapprehension.

The case was adjourned until September 6, defendant in the meantime being ordered to file a complete statement of his defence.

ENVELOPED IN PAIN
FROM SHOULDERS TO ANKLES.

HOW RHEUMATISM RAVAGED THE HEALTH OF THE POSTMASTER OF PONTIANAK.

CURED BY
Dr. Williams' Pink Pills.

Mr. H. H. Le Conge, Postmaster General of the Western Division of Borneo, told a vivid story of suffering to a representative who called at his beautiful residence in Pontianak recently. In fact, hearing that the representative was visiting the town, Mr. Le Conge specially sent for him in order to relate his experience so that it might be published for the guidance of others who are afflicted, as he once was, with Acute Rheumatism.

MR. LE CONGE DESCRIBES HIS SUFFERINGS.

"Some twelve years ago, when stationed in Atjeh, Sumatra, I contracted Rheumatism," said Mr. Le Conge. "I suffered greatly with pains in all the joints. They commenced in my wrists and gradually extended to the elbows, shoulders, back, knees and ankles. I got into such a miserable pain-stricken state that I was compelled to take to my bed. Physicians attended me but, despite their skilful care, the medicines they prescribed did me no good—I got no better. In fact my troubles increased as time went on, for, besides the Rheumatism, I became afflicted with Headaches and Constipation, my appetite failed, I felt out of sorts in every way.

"On the advice of my doctors I went at last to that famous health resort Garoet, in Java, and there I stayed two months. I felt better when I left Garoet, but directly I came here to Pontianak the Rheumatism returned. Then, through reading of a case similar to mine having been cured by Dr. Williams' Pink Pills for Pale People, I decided to give these Pills a trial. I can truly say that Dr. Williams' Pink Pills were a God-send to me. After taking three bottles of them I felt much better, and I continued with their use until, before many weeks had elapsed, I felt completely cured. By the time all the dreadful Rheumatic pains had ceased, my Headaches and other ailments had disappeared. Since my cure by Dr. Williams' Pink Pills twelve months ago none of the complaints have returned. I am astonished at what Dr. Williams' Pink Pills have done for me, and owe much thanks and gratitude to them. Certainly you have my permission to publish what I have said."

HE SAYS DR. WILLIAMS' PINK PILLS WERE A "GOD-SEND" TO HIM.

Doctors differ as to the causes of Acute Rheumatism, but the testimony of thousands of cured grateful sufferers, similar to Mr. Le Conge, proves beyond doubt that the right remedy is Dr. Williams' Pink Pills for Pale People. The reason why these Pills cure is because they drive the Rheumatism out of the blood, and thus, out of the entire body. They are the greatest Tonic blood medicine known to medical science. Their action is unique, for they Purify without purging—they cleanse and strengthen at the same time. It is the good, rich, healthy blood which they make which destroys disease, and this is why they have cured numberless cases of Liver Complaint, Indigestion, Anaemia, Paralysis, Beri-Beri, Nervous Debility, Early Decay, Eczema, Boils, Pimples, Malaria, and the after effects of Fevers, Dysentery and Chills. They are the great specific for the ailments which afflict women between youth and middle age. Obtainable at most shops where medicines are sold, and also direct from the Dr. Williams' Medicine Co., Cavanagh Bridge, Singapore, who send 6 bottles for $5/- or 1 bottle for $1.50 post free to any address. [4

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE

Intimations.

HONGKONG VOLUNTEER CORPS.

IT is proposed to form an INFANTRY COMPANY with a DETACHMENT of CYCLISTS. All who are desirous of joining are requested to apply personally at Volunteer Headquarters morning or afternoon.

A. J. THOMPSON, Captain,
Staff Officer H.K.V.C.

Hongkong, 26th July, 1907. [690

THE Management of the HONGKONG HOTEL tender their SINCERE THANKS to the Gentlemen who so kindly rendered assistance in connection with the work of rescue on THURSDAY last.

Hongkong, 3rd August, 1907. [718

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that Messrs. W. G. HUMPHREYS AND COMPANY, of No. 16, Queen's Road Central, Victoria, in the Colony of Hongkong, Merchants and Commission Agents, have, on the 30th day of May, 1907, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The representation of a Peacock perched on a Bough of a Tree in a Garden, and the name "W. G. Humphreys & Co.";

in the name of W. G. HUMPHREYS & COMPANY, who claim to be the proprietors thereof.

The Trade Mark has been used by the Applicants in respect of Articles of Clothing in Class 38.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the Undersigned.

Dated the 5th day of June, 1907.

WILKINSON & GRIST,
Solicitors for the Applicants.

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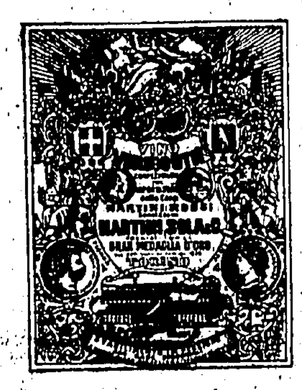
THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that MARTINI AND ROSSI, of Corso Vittorio Emanuele, 42, Turin, Italy, Merchants, have, on the 4th day of May, 1907, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—



in the name of MARTINI AND ROSSI, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the Applicants since the 27th July, 1882, in respect of the following Goods:—

VERMOUTH (WINE), IN CLASS 43.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 2nd day of July, 1907.

HERBERT HADDAN & Co.,
31 and 32, Bedford Street, Strand, London, W.C.,
Agents for the Applicants.

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THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....$1,000,000.)

Undertakes and Executes

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., &c.,

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 22nd May, 1907. [525

GRAND OPENING
OF
ARTS EXHIBITION.

FOR A SHORT SEASON ONLY

UNDER THE AUSPICES OF THE
CANTON NAM-KEUNG PUBLIC COLLEGE,

there will be opened to the public at
37, QUEEN'S ROAD CENTRAL
(three doors above Supreme Court),
on
WEDNESDAY, 15th May, 1907,
A GRAND EXHIBITION OF
EXQUISITE ART TREASURES,
Comprising:—

PAINTINGS, SCULPTURES, CARVINGS, TAPESTRY, ARTISTIC MARBLE and BRONZE BUSTS and STATUARY, ANCIENT ARMOUR and IMPLEMENTS OF WAR, FRENCH and VENETIAN WARES, Beautiful Articles of Decorative Furniture including a Bedroom Suite in Crystal and a Handsome Roman Chair from the Vatican, Rare Curios, Bric-a-Bracs, Bronzes and other specimen of Vertu collected by connoisseurs in Art from many parts of the world to the order of the Exhibitors.

A nominal fee of FIFTY CENTS will be charged for admission, the nett proceeds of which will be devoted to the Educational Funds of the CANTON NAM-KEUNG PUBLIC COLLEGE.

Doors opened from 12 noon to 5 P.M., and 7 to 10 P.M.

Tickets may be had at Entrance.

Adults ... ... 25 cents.
Children ... ... 15 „
Soldiers in uniform ... 15 „

T. H. TAI,
Manager.

Hongkong, 13th June, 1907. [597

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from the
HON. THE CAPTAIN SUPERINTENDENT OF POLICE, to sell by
PUBLIC AUCTION,
TO-MORROW,
the 6th August, 1907, at 11 A.M., at the Central Police Station's Compound,
SUNDRY
CONDEMNED AND OBSOLETE STORES,
Comprising:—
CLOTHING, BOOTS, OLD METALS, RICE, YARN, RICKSHAS, SANDALWOOD and a small quantity of SILVER JEWELRY;
AND
Immediately after the sale at Fire Brigade Station, Queen's Road Central,
A QUANTITY OF
CONDEMNED STORES.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 5th August, 1907. [701

PUBLIC AUCTION.

THE Undersigned have received instructions from the Hon. The Harbour Master, to sell by
PUBLIC AUCTION,
on
WEDNESDAY,
the 7th August, 1907, at 11 A.M., at Causeway Bay on the Spot,
The Wreck of the Steamer
"KWEI-LUM;"
ALSO
ONE STONE JUNK.
(Both lying at Causeway Bay).

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 30th July, 1907. [702

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by
PUBLIC AUCTION,
on
FRIDAY and SATURDAY,
the 9th and 10th August, 1907, commencing EACH DAY at 2.30 P.M., at the "HOTEL BALTIMORE," Wyndham Street,
(FOR ACCOUNT OF THE CONCERNED),
THE WHOLE OF THE
VALUABLE FURNITURE,
CONTAINED THEREIN,
Comprising:—

Very Finely CARVED TEAK SIDEBOARD with BEVELLED MIRRORS, DINNER WAGGONS, TABLES, LEATHER COVERED DINING CHAIRS, ELECTRO PLATE and GLASSWARE;

Single and Double BRASS-MOUNTED BEDSTEADS, Fine TEAK WARDROBES with BEVELLED MIRRORS, DRESSING TABLES with BEVELLED MIRRORS, MARBLE-TOP WASHSTANDS, TOILET SETS, LACE CURTAINS, LEATHER COVERED SUITES, CARPETS, RUGS, &c., &c.;

Some Finely CARVED CANTON BLACKWOODWARE, JAPANESE SILK EMBROIDERED SCREENS, and WALL HANGINGS, and CABINETS;

ALSO
One COTTAGE PIANO by "Challen & Son,"
One Do. by "Neumeyer & Co."

TERMS:—As usual.
Catalogues will be issued.
On view from Thursday, the 8th August, 1907.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 2nd August, 1907. [716

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
THURSDAY,
the 15th August, 1907, at 11 A.M., at No 1, Reclamation Street, Yaumati,
ONE MARINE TRIPLE EXPANSION ENGINE
5in. by 24in. by 40in.—27 Stroke—180 lbs. pressure. Built in 1903,
AND
ONE THURST BLOCK and SHAFT.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 26th July, 1907. [692

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1907. [45

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—
MANAGER.

Hongkong, 4th December, 1906. [27

To Let.

TO LET.

OFFICES at No. 14, DES VOEUX ROAD CENTRAL (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—
HO TUNG,
Compradore Department,
Jardine, Matheson & Co.

Hongkong, 4th April, 1907. [71

TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.

Apply to—
JARDINE, MATHESON & Co., LD.

Hongkong, 22nd June, 1907. [87

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907. [66

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 9a, 9b, 9c, and 10, PRAYA EAST, formerly in the occupation of the Admiralty.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 29th July, 1907. [439

TO LET.

H. ATHERLEIGH, Conduit Road.
No. 1, RIPON TERRACE, Bonham Road.
OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907. [629

TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.
HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—
COMPRADORE,
Barretto & Co.

Hongkong, 24th July, 1907. [665

TO LET.

NO. 1, WEST END TERRACE, Shameen, Canton.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907. [67

TO BE LET.

AS from the 1st August next, No. 5 MORRISON HILL.

Apply to—
Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 29th June, 1907. [624

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.			
7.30 a.m.	to	9.30 a.m.	...Every 10 minutes.
9.30 a.m.	to	11.00 a.m.	...Every 15 minutes.
11.30 a.m.	to	12.45 p.m.	...Every 15 minutes.
12.45 p.m.	to	1.15 p.m.	...Every 10 minutes.
1.15 p.m.	to	1.45 p.m.	...Every 15 minutes.
1.45 p.m.	to	2.15 p.m.	...Every 10 minutes.
2.15 p.m.	to	3.00 p.m.	...Every 15 minutes.
3.30 p.m.	to	5.00 p.m.	...Every 15 minutes.
5.00 p.m.	to	8.00 p.m.	...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m.	to	9.00 a.m.	...Every 15 minutes.
9.00 a.m.	to	9.30 a.m.	...Every 30 minutes.
9.30 a.m.	to	10.30 a.m.	...Every 15 minutes.
10.30 a.m.	to	11.00 a.m.	...Every 10 minutes.
11.45 a.m.	to	12.00 noon	...Every 15 minutes.
12.00 Noon	to	1.00 p.m.	...Every 10 minutes.
1.00 p.m.	to	5.00 p.m.	...Every 15 minutes.
5.00 p.m.	to	6.00 p.m.	...Every 10 minutes.
6.00 p.m.	to	7.00 p.m.	...Every 15 minutes.
7.00 p.m.	to	8.00 p.m.	...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 4th June, 1907. [93

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WATSON'S

FRUIT SYRUPS.

Prepared from Genuine Fruit Juices, containing the full flavour of the sound ripe fruit.

Mixed with plain or Aerated Water they make delightful cooling drinks.

A. S. WATSON & CO., LIMITED,

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

Hongkong, 3rd August, 1907. [31

BIRTHS.

On July 1, at Buildwas, Perthshire, wife of J. BELL-IRVING, son.

On July 26, 1907, at Shanghai, to Mr. and Mrs. J. V. C. DAVIS, a son.

On July 29, 1907, at Shanghai, to Captain and Mrs. G. C. PURTON, a son.

DEATHS.

On July 26, 1907, at Shanghai, CATHERINA MARIA, the only beloved daughter of Mr. and Mrs. F. H. Castro, aged 8 months 1 day.

On July 28, 1907, at Shanghai, ALEXANDER MITCHELL, of the Presbyterian Mission Press, age 48 years.

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 5, 1907.

CHINA'S JUDICIARY.

Edicts of the Emperor and Viceregal proclamations on the subject of reform of the judicial department are worthless unless supported by concrete instances showing that *bona fide* effort is being made to carry out these reforms in practice. It is gratifying, in connection with such a case as that of the Cantonese teacher recently examined in Tientsin, an account of which will be found in our news columns to-day, to see unquestionable indication of a real effort being made, at least in that quarter of China, to improve on the old methods of justice. The Government has committed itself to the abolition of torture of prisoners and witnesses in securing evidence. It was perhaps too much to expect of a Chinese judge that he should not threaten his prisoner with the rack for so persistently denying his guilt, yet the very creditable fact remains that torture was not employed, even when every other means failed to elicit the incriminating evidence. Besides, there did appear to be a real sincerity of purpose which manifested itself in the unstinted use of the telegraph in securing evidence from distant points—evidence which turned out to be corroborative of the accused's story. Moreover, when his innocence was established, albeit by what appear to the Western mind the somewhat tortuous methods of Chinese justice, the accused man was set at liberty, with what, when one considers the usual course of events in the East, appears to be commendable promptitude. Due credit should be given the Government for its conduct of the case. One cannot help noting the altogether irresponsible manner in which the Government's secret service are permitted to conduct their operations. There ought to be some safeguards which would make an innocent man less liable to the annoyance, anxiety, expense, and real danger to which the carelessness, the selfish ambition, or the wicked spitefulness of some informant may expose him, leaving him without the possibility of redress. In like manner one notes with a feeling of disappointment that the Government has not yet learned that a certain degree of publicity is necessary to justice. The more such cases are surrounded by secrecy, the greater is the chance of unfairness, and the more are open-minded men prone to suspect unfairness. Secrecy prevents an innocent man or his friends from tracing a slanderous charge to its source, and proving his innocence. The conception of the State's functions should be something more dignified and worthy than that of a mere sleuth-hound to run criminals to earth. A fair trial is impossible unless the State realizes her own obligations to her subjects as well as their obligations to her; and that in every case that comes up between her and one of her citizens, the State is on trial quite as much as the accused. It is evident that no such conception of law and its execution has penetrated the official consciousness of China.

LOCAL AND GENERAL.

SENATOR PETTUS of Alabama has died at the age of eighty-six.

THE losses occasioned by the fire at Coney Island are estimated at 1,200,000 dollars.

THE Russo-Japanese commercial and fishery Treaties were signed in St. Petersburg on 28th ult.

THE C. M. S. N. Co.'s s.s. *Awanglee* in harbour yesterday was dressed in honour of the birthday of the Emperor of China.

THE Russian Government proposes to establish at Harbin a Secretariat for the transaction of Far Eastern Affairs and Frontier matters.

THE Emperor of China has bestowed on Mr G. D. Advocaat, Consul-General of the Netherlands at Shanghai, the Order of the Double Dragon, Third Class.

TAN HSIO-HENG recommends the establishment of three sub-departments of the Ministry of War, namely, (a) strategy, (b) shipping matters, and (c) ways and means.

Sir Matthew Nathan, the new Governor of Natal, was entertained at dinner on 3rd ult. by the African Society at the Criterion Restaurant. Sir Godfrey Lagden presided.

THE Ministry of the Interior at Peking has decided upon forty-six regulations for the control of the monopoly of the sale of opium. They will be presented to the Throne for approval in a few days.

ON 25th ult. the tenders for dredging the Hwangpu at Woosung and building the jetty from Prince's Pier were formally signed at the office of the Conservancy Board. The dredgers are already on their way out from Holland.

The Chinese Engineering and Mining Company announces that the total output of the Company's three mines for the week ending July 20, 1907, amounted to 26 323.50 tons and the sales during the same period to 16,160.22 tons.

MR. Keir Hardie made his first appearance in the House on 4th ult. after his severe illness and was welcome by members of all parties. He is about to start on an extended tour, which in its first intent recuperative, will also be, in a sense, political. He intends to visit Canada, Japan, Australia, New Zealand, India, and South Africa.

THE steamer *Hutang Yang Maru*, which was built at the Kawasaki Dockyard to the order of the Yangtsze Steamship Company, underwent a trial trip outside Kobe Harbour on the 26th July with very good results. The vessel developed a maximum speed of 16.02 knots and an average of 15.6 knots, whereas the contracted speed was 13 knots per hour.

A MASS meeting of gentry and people of Fukien province is to be held in Amoy on the 23rd inst. to discuss ways and means concerning the construction of a Provincial Railway entirely with Chinese money. The proposed railway is to connect with the Yueh-Han (Canton-Hankow) and Chekiang railways. The meeting is to to be presided over by his Honour Liu Ch'ing-fên, Taotai of Amoy.

OVER thirty notable men associated with the riots in Seoul have been arrested. The new Emperor and his father, the ex-Emperor, now occupy separate palaces. Renewed efforts are being made to restore discipline at the Palace. Prince Wihwa left Seoul on 30th ult. This step has been taken, it is understood, in order to avoid the possibility of intrigue at the installation of the Crown Prince.

THE ceremony of consecrating the Rev. Gerard Heath Lander, M.A., recently of St. Cyprian Church Liverpool, as Bishop in Victoria, Hongkong, was performed on 29th June by the Archbishop of Canterbury at the Lambeth Parish Church. Among those present who took part in the ceremony were the Bishop of Winchester, and Bishops Selkirk, Royston, Ingham, and Montgomery. The preacher was the Bishop of Jarrow.

A TOKIO telegram of 20th ult. states that the situation at Seoul and in the provinces is outwardly quiet, but it is held that there is no ground for extreme optimism, as there is undoubtedly a strong undercurrent of antagonism. The Press is divided in its opinions; one section regrets the excessive moderation displayed by Japan. Spasmodic disturbances in the provinces are reported from Korea, and increased military precautions are being taken. Viscount Hayashi was to leave Seoul on 28th ult. for Tokio.

THE *N. C. D. News* understands that the Waiwupu has recalled Taitao Liu Yuk-lin, Chinese Consul-General and Special Commissioner at Johannesburg, in order to give him the task of opening up negotiations with the Ministers of the various Powers in Peking, concerning the reduction of the opium traffic and prohibition of opium consumption in this country. Consul-General Liu Yuk-lin is a returned American student of the Chinese Educational Mission to the U.S. in the seventies, and well able to deal with the work to which he has been selected by the Waiwupu.

TYPHOON CONTROVERSY REVIVED.

VIGOROUS CRITICISMS FROM SICAWEI.

LETTER BY REV. FATHER L. FROC, S.J.

On the 1st inst., we published an exclusive telegram from our Shanghai correspondent giving the substance of a letter by the Director of the Sicawei Observatory commenting on the opinion of the Astronomer Royal on the finding of the Committee of Inquiry appointed to ascertain the sufficiency or otherwise of the typhoon warning on 18th September last. We reproduce to-day the letter of the Rev. Father L. Froc, S.J., which appears in the *N. C. D. News* of the 1st inst. The letter reads:—

I have read in your number of to-day the opinion of the director of the Astronomical Observatory at Greenwich (London) on the Hongkong typhoon September 18, 1906. I am glad to see that the Observatory of the British Colony is there discharged from blame. There is no profit in casting doubt on the value of institutions giving warnings to sailors; everyone can make a mistake, every man may be taken by surprise, but we want the confidence of captains in order to give them assistance. I feel therefore greatly satisfied at the conclusion of the Astronomer Royal, as it will stop further inquiries on the question.

You may have noticed, Mr. Editor, that from the beginning we have strictly limited ourselves to the scientific description of that storm; we shall not depart from that behaviour, but there are three points in the first paragraph of Sir W. H. M. Christie's letter, in which Sicawei is concerned, and it seems impossible to let them pass without a short explanation.

1st.—The Astronomer Royal writes: "*The typhoon of which warning was given by the Director of Sicawei Observatory on September 15, 1906, was apparently not the one which struck Hongkong on the 18th.* Although the assertion is not absolute, I believe I must state once more that these typhoons are one and the same storm. A splitting of the cyclone in two may have taken place near the South end of Formosa, as we all know it often happens; but the narrow whirl of the 18th existed certainly in the perturbation signalled on the 15th S.E. of the great island and of the Group Meiaco Sima. This fact, already stated in the excellent pamphlet of the Director of the Philippine Weather Bureau will receive elsewhere due consideration. For the present be it enough to recall in mind the following facts:

A signal announces a typhoon on the 15th at 11 30 a.m. and again at 5 p.m., on the Pacific, somewhere to the S.E. of Ishigakijima. A centre, in every case reported as violent, narrow, with identical characteristics, passes on the same day at 2.30 p.m. at a short distance north of the island Sto. Domingo de Basco (Long. 121° 59', Lat. 20° 28'), the same day at 5 p.m. at a longer distance, north of Aparri (Long. 121° 34', Lat. 18° 22'), on the 16th about 1 a.m. it joins the U.S.N. transport *Caesar* 82 miles W. of the Batan islands (Long. 120° 28', Lat. 20° 30'), the same day at 4 p.m. it is found at a distance estimated 240 miles N.N.E. of the s.s. *Zafiro*, viz., approximately by Long. 118°, Lat 22°; during the night of the 17th the French mail steamer *Océanien* meets with the storm, which passes at a distance in the South (South of Breaker St.), viz., about Long. 116° 30', Lat. 22° 15', between 0 and 1 a.m. of the 18th; on the 18th, 3.45 a.m., the British steamer *Kweichow*, E.S.E. of Pedro-Blanco (Long. 115° 30', Lat 22° 10'), reports having experienced a *furious typhoon*; as did the *Océanien*, as did the *Caesar*. At Hongkong the minimum took place at 10 a.m. of the very same day.

Now let us mark on a chart the different positions of this very violent storm during these three days; every man having any experience of things in the Far East will be driven to the following alternative: either the Hongkong typhoon was the one signalled by Sicawei on the 15th, which passed, and was well observed successively over seven stations with a speed quite normal at this latitude, or we are invited to give birth and death in turn to seven successive violent typhoons within three days, on the same line and track; for the reasons to disconnect the Hongkong typhoon from the centre signalled on the 15th would apply to the *Kweichow* typhoon, at the doors of the Colony, to the *Océanien* typhoon, the *Zafiro* typhoon, the *Caesar* typhoon, etc., which conclusion it was hard to admit.

2nd.—"*Had it (typhoon) proved identical, the Sicawei forecast gave no indication that Hongkong was threatened.*"

It seems quite clear that the eminent astronomer has not received information of all the warnings cabled from here; from these and these only deductions can be arrived at and not from opinions expressed in the papers. On September 15, 11.30 a.m., a first signal was sent to the effect that "a typhoon was S.E. of the Meiaco Sima group, direction unknown;" this did not threaten any particular spot. But at 5.30 p.m. new information was cabled to all the semaphores that the typhoon previously reported was "*travelling W.N.W.*"

There is no question here of our *subjective* opinion then, nor of what we could think at Shanghai or print in the papers; in fact, we did not know *for sure* at the time that Hongkong was more in danger than Swatow or Amoy. But we are of opinion that *objectively* a prudent officer having the responsibility of a ship at the receipt of this signal, taking his chart and marking the centre on a line to the S.E. of Ishigakijima at a distance still unknown, but perhaps great, and from thence drawing a track towards the W. N. W., would have thought the information interesting for himself, and even important for the harbour of Hongkong, without concluding as yet that the centre would strike the anchorage. The proof is that a Captain arriving at Hongkong shortly after the disaster, and having seen our signal before leaving Newchwang, affirmed that he had come to the conclusion that the southern ports were menaced; Hongkong not excluded. We consequently cannot admit completely the decision of the Astronomer Royal, that the Sicawei forecast "*gave no indication that Hongkong was threatened.*"

3rd.—"*The contention that the warning was given and ignored falls to the ground.*"

We believe that, some people could misunderstand these concluding words and think that in fact this peculiar warning had been sent to Hongkong and actually refused or ignored there. Probably the situation is not plainly known in London. We are glad totally to exonerate here the Hongkong Observatory of the implicit accusation that could result thence in some minds; we never thought of sending that warning to Hongkong. The Telegraph Companies are already overburdened with meteorological telegrams, which they kindly transmit free of charge, and we do not venture to put upon their cables useless messages. It is well known that Hongkong refuses to receive any warning, and that they even obtained from the American Government an official prohibition to the Director of the Philippine Weather Bureau of sending any typhoon warnings to the coast of China (an order soon cancelled owing to the universal protest of public opinion). We totally refrain from discussing that question now; we have only to say that on that date of the 18th (or 15th) no warning was ignored, because none was sent; and none was sent because we knew that it would not have been received.

Excuse me for having trespassed so much upon your valuable columns. I thought the explanation was necessary for the navigators, the welfare of whom is one of the chief aims of this institution, of which I have care.

CANTON DAY BY DAY.

ANTI-OPIUM CAMPAIGN.

[*From Our Own Correspondent.*]

Canton, 3rd August.

The Police Authorities have submitted a suggestion to the Acting Viceroy for the purpose of levying a tax on all opium implement sellers and of issuing licences to them after the closing of the opium divans by the end of this moon. The Acting Viceroy stated that if it is impossible to have all the shops of dealers in opium apparatus closed by the same time as the closing of the different opium divans, steps should be taken to reduce the number of such establishments, and licences, that are to be issued to them, are to be renewed quarterly. Dealers in opium smoking wares in the public streets should be stopped from plying their trade upon the closing of the opium divans. The Acting Viceroy has also authorised the Shan Hou Chu and the police officials to jointly discuss the matter and to deal with them.

ALLEGED ANTI-MONARCHISTS.

After the murder of the Anhui Governor, the Central Government has given instructions to the viceroys and governors in the different provinces to keep a sharp lookout for the anti-monarchists. Yesterday three strangers, who speak the Anhui dialect, were found wandering inside the city, which aroused the suspicion of the local officials and these men were therefore arrested. They are alleged to be comrades of the assassin of the Anhui governor, and are said to have fled to Canton to take refuge.

CANTON BUND.

The Canton Bund Department has issued a notification calling for tenders to continue the work of construction in the Northern section of the new bund about 500 *cheung* in length, which has been left uncompleted since the sealing up of the properties of the former contractors, Chan Kuo Tai & Co.

SHUM'S DEPARTURE POSTPONED.

H.E. Viceroy Shum has again memorialized the Throne requesting to be permitted to resign the viceroyalty of the Liang Kwang provinces. H.E. has again been refused but granted another 15 days' extension of leave, and ordered to proceed to Canton for his new post immediately on expiry of it without further delay.

RAILWAY CO.'S MEETING.

Yesterday a meeting was held at the Canton-Hankow Railway Company's office and there were present about 300 shareholders. The Acting Provincial Judge, Kung, was also present together with some officers from the police departments. Judge Kung took the chair. There was a prolonged and heated discussion among the shareholders present, and Judge Kung had to give strict orders to restore order. The following resolutions were passed at the meeting:—

The newly elected president and vice-president are requested to appoint an early date to take over charge of office, and that date should be notified the public through the press. The question of the postponement of the date fixed for the election of a committee, auditors, inspector, etc. should be referred to the Ministry of Communications and Posts at Peking, whose order the Company now awaits.

ANTI-OPIUM CAMPAIGN.

The Canton Central Anti-opium Association is in need of funds to carry on its work and the work of the hospital for the admission of opium-smoking patients. The promoters of the association have how petitioned the local authorities to contribute $30,000 towards the funds of the association from the Government Treasury in order to enable them to carry on one hospital in the Eastern suburb and to establish another in Honam for the treatment of opium smoking patients in that quarter.

CHEAP RICE.

The Rice Disposal Bureau has asked the authorities for the use of a Government gunboat to be sent to Hongkong to carry rice to Canton and the authorities have placed the gunboat *Kwang-yuen* at the disposal of the bureau.

PUBLIC HOLIDAY.

The 4th inst., being the birthday of H.I.C.M. the Emperor of China and the day being also a Sunday, there will be no issue of the native press on the 5th instant.

THE SHANGHAI DOCK & ENGINEERING CO., LD.

ANNUAL MEETING.

The first annual general meeting of above Company was held at Shanghai on 30th ult.

There were present: Messrs J. Prentice (Chairman), A. M. Marshall, J. Johnston, D. Landale (Directors); J. H. Teesdale (Legal Adviser), J. H. Osborne (Secretary), J. Grant Mackenzie (Manager), P. Crighton, A. K. Craddock, N. E. Cornish, Chun Neaching, Capt. T. Bassett, L. Amidani, F. C. Frischling, M. Hoeter, W. S. Jackson, I. R. Michael, H. A. J. Macray, W. N. McDonnell, G. Nielsen, H. Roberson, H. H. Read, J. D. Strang, M. Spielman, F. E Taylor, W. Thompson, R. Wortmann, W. F. Wingrove, and J. M. Young (shareholders) representing 6,979 shares.

The Secretary read the notice convening the meeting.

The Chairman.—Gentlemen,—The report and accounts having been in your hands for some days, with your approval, we will take them as read. We regret that the year's working shows such a poor result. This has arisen from several causes, the principal one being the dulness of the shipping, therefore the docking and repairing work fell off considerably,—and also that during the year we have had no extensive repairs on ships in dock. As in all businesses such as ours the amount of work, and, therefore, of the profit, vary, and bad years must be met as well as good ones (unfortunately we have had more bad than good during the last few years), but we hope that these bad years may be followed by better ones and by increased prosperity to the company. We have made arrangements to effect a considerable saving in the working of the company. We have not succeeded in disposing of the Old Dock property and the property between the International and Cosmopolitan Docks, as per the resolution passed by you on November 1st last and confirmed on the 27th of the same month. We still have in view the disposal of these properties to the best advantage of the Company, and should we at any time receive what we consider favourable offers, we will bring them before you. During the year, as you have seen, by the report, there have been many changes in the directorate. There are still two vacancies on the board, caused by the retirement of Messrs. von Rücker and Groundwater, and we will propose later on that Mr. Macray and Mr. Freeman-McBain (both of whom are connected with firms who are contributors of business)—be elected. Now as regards the management of business:—for some years many of the shareholders have been of the opinion that it would be entirely better for the company that a manager should be appointed who would be entirely under the control of the directors. I, therefore, resigned my position as managing director, but will remain as a director and chairman of the company and can assure you that I will do my best to further the interests of the company in every way. We have appointed Mr. J. Grant-Mackenzie as manager, and from my long experience with him, I can assure you a better choice could not have been made. Auditors.—The accounts have been audited by Messrs. Bingham and Matthews, who retire, but offer themselves for re-election. As regards the statements of accounts as presented this year and compared with those published by the old company, it will be seen that several alterations have been made with a view to furnishing the shareholders with as many details as possible. Thus land, docks, buildings, machinery, tools, floating plant, furniture, etc., have been shown under separate headings, instead of as formerly, when under each dock, land, dock buildings, etc., they were shown in one or two amounts. The only two items in the accounts to which I will refer are: 1st. The increase of Tls. 130,000 in the value of machinery and plant at all establishments. This represents the value of the pumping machinery and plant formerly included under property accounts at the various docks. 2nd. Reserve Fund.—The reserve fund of Tls. 1,000,000 is employed in the business of the company and is well covered by the value of steamers, lighters, engines and boilers, local investment, mortgage, machinery, stock of materials and is a good asset. In last night's *Mercury* there was a reference to Tls. 3,937.98, carried forward to new account last year. This was used to meet a claim unknown at the time the accounts were made out by the advice of the auditors. Before moving the adoption of the report and accounts I shall be pleased to answer any questions referring to them or the business of the company.

There being no questions the following resolutions were carried without comment:—

Proposed by the Chairman, seconded by Mr. A. M. Marshall: that the report and accounts of the company made up to April 30 last as printed and circulated, be adopted and approved, and the directors be authorized to pay a dividend at the rate of Tls. 3 per share to the shareholders on the register at date.

Proposed by the Chairman, seconded by Mr. J. Johnston: that Mr. H. J. A. Macray and Mr. R. S. F. McBain be elected directors of the company.

Proposed by Mr. W. S. Jackson, seconded by Mr. F. E. Taylor: that Messrs. J. E. Bingham and F. N. Matthews be elected auditors for the current year.

The Chairman—That concludes the business of the meeting.

Mr. F. E. Taylor—Gentlemen,—Before we separate this evening, I wish to propose a vote of thanks to Mr. Marshall. Few shareholders know of the hard work, some of it very disagreeable work, that he has done in our interests; but while circumstances have till now prevented the results of his work from making themselves manifest, we shall see the beginning of a new era from to-morrow. His pluck and determination have won the fight that commenced two years ago, and the Dock Company is now on a sound and satisfactory footing for the first time since the amalgamation, and I feel sure that as long as we have him on the board, and if the shareholders will loyally support him, our interests will be carefully guarded. We have had a most unfortunate experience, and have been through a period of great disappointment and even serious danger, but Mr. Marshall has pulled us through, and I feel confident that we shall now regain our reputation and our business. I hope, therefore, that you will join me in expressing our grateful thanks and in assuring Mr. Marshall of our complete confidence. (Applause).

Mr. A. M. Marshall—Mr. Taylor and gentlemen: I am extremely obliged to you for your vote of thanks.

The meeting then terminated.—*N. C. D. News.*

The letter alluded to in the Chairman's speech is signed by "A Shareholder" and reads:—

May I trespass on your valuable space to draw the attention of my fellow suffering shareholders to a few apparent discrepancies which I observe in the statement of account of the above Company, for the year ending April 30th, 1907.

Query No. —In the account rendered April 1906, there appears a balance carried forward of Taels 3,997.98, which is not included in the present account. Is it possible to ascertain what has been done with this balance?

Query No. 2—On the debit side of Profit and Loss account I observe Tls. 27,400.00 for "Loss on sale of buildings, etc." Is there any reason why we should not know what part of our property has been sold, and how this loss has been incurred? There is nothing on the credit side of the account to show that any sale has been effected, and we have always been assured by the Directors that our property was worth more than the valuation stated in the account, but of course it would be subject to market fluctuations! At this rate what will probably be the loss on the remainder of our property which now stands in the books at T3,460,192.87?

Machinery and Tools augment in value year by year, like precious stones. A trifle of Tls. 130,000 has been charged to this account during the past year, bringing the total book value to Tls. 1,234.5 8.19. It would be interesting to know if the actual market value of this lot is more or less than Tls. 100,000!

No allowance has been made for depreciation, as per usual and the year's working shows a net profit of Tls. 176,059 95, equal to about 3% on the paid up capital. What next?

THE *N. C. D. News* understands that H.E. Tuan Fang has written to Peking to ask permission to resign the Liangkiang Viceroyalty in favour of H.E. Tsên Ch'un-hsuen. This is probably because the latter has been found to be intriguing for H.E. Tuan Fang's post again since his return from the North; it being well known that Tsen is eager to try his hand at this Viceroyalty, as he dislikes the idea of going back to Canton, where he is far from popular.

THE acting Viceroy of Kwangtung has wired to the Wai Wu-pu with respect to the attack by pirates on the British steamer *Kee Cheong*. He says the pirates, who were engaged in the robbery in question, were armed with fire-arms, which were sold to them by foreign merchants, and that since the British Minister holds the Chinese officials responsible for the safety of British merchants, he should at least take measures to stop or check the sale of fire-arms by his nationals to irresponsible natives. The Wai Wu-pu replies that the above statement is too indefinite and the Kwangtung officials are still expected to capture the pirates. —*Sin Wan-pao.*

ABOUT 11.30 on Sunday morning last, says the *P. & T. Times*, the China Navigation Co's. s.s. *Shuntien* and China Merchants' s.s. *Anping* came into collision just inside the new channel at Ta'u Bar, both getting their bows damaged. The *Shuntien* had several of her plates broken on the starboard bow and her railings bent. The *Anping* received a hole just below the anchor at the bow, but both steamers were able to continue their way. An inquiry will take place as to the cause of the accident, pilots being in charge at the time. Messrs. Butterfield and Swire, having a private dockyard at Tongku, the damage sustained by the *Shuntien* was repaired by their own workmen.

THE *Far Eastern Review* for July covers the world for subjects of commercial interest to readers in the Orient and presents a mass of material in the form of facts and illustrated articles which should satisfy anyone eager to learn the conditions prevailing in a variety of industries in this and other ports of the world. The construction and operation of railways might almost seem to be the leading feature of the number, for the opening article deals with Australian railways, while there are sketches of the Federated Malay States railways, British North Borneo railways, and Chinese railways. Among the illustrated articles which will attract attention here is one describing the Chinese Engineering and Mining Company's works at Tongshan; the article is reproduced on page 5 of this issue.

SHIPPING AND MAILS

MAILS DUE.

English (*Marmora*) 7th inst., 4 p.m.
German (*Prinz Eitel Friedrich*) 12th inst., p.m.
Canadian (*Tartar*) 23rd inst.

The N. Y. K. s.s. *Wakamiya Maru*, Bombay Line, left Moji for this port on 2nd inst, and is expected here on 8th inst.

The N. Y. K. s.s. *Iyo Maru*, European Line, left Singapore for this port on 2nd inst., and is expected here on 8th inst.

The Apcar Co.'s s.s. *Japan* from Calcutta left Singapore yesterday afternoon, and may be expected here on or about 9th inst.

The Silk ex R.M.S. *Empress of China* arrived in New York on 2nd inst., thus making a transit of 29 days from Hongkong.

The T. K. K. s.s. *America Maru* will sail from Yokohama on 6th inst., and is therefore due to arrive at this port, *via* Manila on 17th inst.

The Imperial German Mail s.s. *Zieten* left Kobe *via* Nagasaki and Shanghai on 4th inst., p.m., and may be expected here on or about 13th inst., p.m.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Shanghai at 5 p.m., on 3rd inst., and left again at 2 a.m., Sunday, for Nagasaki, where she is due to arrive at 6 a.m., on 5th inst.

Telegrams.

[*Reuter's.*]

The Hague Conference.

London, 2nd August.

In a debate on the Foreign Office vote, Sir Edward Grey, referring to the Hague, said that the Government was reluctant to make a disarmament proposal which would turn a friendly into a divided Conference; but even if no definite results had been reached they had at least prevented the subject from dropping.

Morocco.

The French cruiser *Galilee* has left Tangier for Casablanca, where the townspeople, headed by the tribesmen, have perpetrated many murders.

Later.

It is understood that France has proposed to Spain to land a Franco-Spanish force at Casablanca in accordance with the policing powers under the Treaty of Algeciras.

3rd August.

The French battleships, *Suffren*, *Charlemagne* and *Republique*, also the cruisers *Jules Ferry*, *Victor Hugo* and *Desaix* are preparing at Toulon to sail with the three transports ordered to convey 2,500 troops to Morocco.

The British cruiser *Antrim* at Gibraltar has received orders to be in readiness for peremptory service.

Later.

The Evicted Tenants Bill.

The Evicted Tenants Bill has passed its third reading in the House of Commons, by 228 to 49.

GERMANY AND KIAO-CHAU.

SUPREMACY OF THE CHINA COAST.

It is in a high degree improbable that Germany is contemplating, as reported, the retrocession to China of her protectorate of Kiao-Chau. As it stands to-day this territory presents to the Fatherland a vast expenditure both of an official and unofficial character. Under the former heading are some six or seven millions sterling which has been disbursed in connection with the important naval programme which the Imperial Administration is carrying out while under the unofficial head may be grouped a variety of industrial schemes, each in its own way of first-class importance. Capitalised, the industrial development of which the Kiao-Chau territory has been the centre since its acquisition by Germany, would return very possibly an expenditure of another five or six millions, so that upon a monetary basis alone China would have to find at least twelve millions sterling before Germany would think of withdrawing from Northern China.

However desirable it may be for the German Imperial Government to cultivate cordial relations with the Chinese Government it is certain that it will not be made at the price of the Kiao-Chau territory, such is the opinion expressed by Mr. Angus Hamilton in *Pall Mall Gazette*. Indeed, the place, in a measure, is the pivot of Germany's Far Eastern policy; and, although its surrender would not mean a less active policy, its possession is such an important factor in the German position of the China coast that its restoration is out of the question. While the bay of Kiao-Chau has afforded convenient facilities for the creation of a naval station, the Chinese province of Shantung has provided Germany with opportunities for attacking

THE COMMERCIAL SUPREMACY

so long held by Great Britain in Mid-China. Taking the latter first, it is well to bear in mind that between Kiao-Chau and Tsing-tao an important line of railway has been built, extending some three hundred miles at present and passing through the provincial capital Tsinan-fu, while by a second, but shorter, line the coalfields in the region of Poshan and Wei-shien have been placed in direct communication with the sea at Tsingtao. The export of coal now aggregates some twenty thousand tons; and, as this development has taken place solely with the assistance of German capital, and has been repeated in a number of similar instances throughout Shantung, it is evident that the commercial stake which Berlin capitalists hold in the region is but a little less important than that which belongs to the Imperial Administration itself. It is evident, therefore, that industrially Germany cannot afford to sacrifice her many interests in Shantung, and if manufacturing interests alone were insufficient, there are the important questions which hinge upon the future development of Germany's Chinese railway policy, as suggested by the operations of the Shantung Railway. By the time when the Pekin-Hankow-Canton Railway becomes an accomplished fact, the Shantung Railway will have established an important branch of communication with the grand trunk road of China. It will then be, however, *not only through the possession* of a branch line that Germany will be interested in the development of Mid-China, for, if the upshot of existing intrigues is crowned with success, there is little doubt that she will secure the reversion of the Tientsin-Chinkiang line.

Apart altogether from railway schemes and the various plans for commercial expansion, possession of Tsing-tao plays an important part in the German "Welt-politik," Tsing-tao is merely the northern extremity of

A SPHERE OF INFLUENCE

not yet quite defined, but which will be found to extend as far south as Swatow, adjacent to which it is possible that another naval base may be established. With Swatow in the south and Tsing-tao in the north, the rapidity with which Germany is building up an important position in Hankow makes the place the probable western limit of the sphere. Such a policy, even the successful execution of such a programme, is by no means incredible. It is only impossible to those who would believe Germany capable of restoring Kiao-Chau, when to do so would be to deprive herself of the essential and dominating point of vantage which in the future she may jump off for fresh schemes of aggression. Hankow to-day is as much a German sphere as it is Russian, and German interests compete very successfully with the British. Similarly Swatow reveals the marked German supremacy in a treaty port which once, and not so very long ago too, did not readily recognise the German flag. Again, if one moves from Swatow and beyond Hankow to the Yangtsze Valley, the effort which Germany is putting forward to make her influence predominant in a region hitherto relegated to Great Britain, is no less apparent, and no less a link with the position upon which the Imperial Government already has spent so many millions sterling. It is thus, and from whatever quarter one reviews the German position in China it is the same, that the intimate dependence upon Tsing-tao of the German policy in China is disclosed. Politically, commercially, materially, the future existence of Germany in the Far East, as a world force, has its axes in the Kiao-Chau protectorate.

It is, nevertheless, only ten years ago, on November 14, 1897, that

GERMANY STARTLED THE WORLD

with the announcement of her occupation of Kiao-Chau. By the movement Germany had forestalled Russian designs upon the same point, designs which had been revealed to the world by the premature disclosure of the terms of the Cassini Convention some fifteen months previously. At the same time, Germany had permitted this interval to pass before taking action; but, so soon as the seizure was effected, she set to work to convert her possession into an impregnable position. Expense has not been spared in accomplishing this work; and, by the time that it is completed, no less than fifteen millions sterling will have been expended upon Tsingtao alone. From the first it has been the intention of the Imperial Government to convert Kiao-Chau into

A FIRST-CLASS NAVAL STATION.

To this end a programme was mapped out, which embraced the creation of twelve strong forts, the provision of naval and commercial harbours, the constructions of granite docks and floating docks, besides some miles of quays. At present the inner (naval) harbour, a steel floating dock, and five of the twelve forts are finished, while barrack accommodation for five thousand men has been constructed. Thus, even as it stands to-day in its present incomplete state, Kiao-Chau has become a singularly strong possession, and its value to the German squadron on the China coast and in the Pacific generally has long been established.

If the last ten years has seen the conversion of Kiao-Chau Bay to a naval base, industrial circles in the Far East throughout this same period have been treated to an interesting revelation of Germany's economic aim. Side by side with the projection of a first-class German naval base in Far Eastern waters there has been the gradual evolution of

A COMMERCIAL CENTRE.

which, although at the present time far from perfect, it is hoped one day may rival Hongkong or usurp the supremacy of the China coast from Shanghai. To this end in Tsingtao, a town of fine proportions has been laid out. Broad streets, fine shops, comfortable hotels, good drainage, and first-class water are all prepared against the day when the port will become the industrial centre of the north. Essentially Teutonic in character, there is nothing wanting from the scheme. Nevertheless, for reasons which it is unnecessary to discuss here, as a commercial success Tsing-tao has held fire, and very little return has been made for the many millions which have been lavished upon it. In point of fact, the place is wholly dependent upon the subsidy, which grows annually larger, and this year is a little in excess of half a million sterling. Yet the fact that the Imperial Government has created with a special object in view a model town on the shores of Kiao-Chau Bay, and converted to a naval base the former areas of the harbour, may be regarded as confirming the permanent character of the German occupation. Moreover, since the practical significance of the German position in the Far East depends upon the work being pushed to a successful conclusion, there is still less ground to believe the report which, if true indeed, would play into the hands of Japan, and prove to the Chinese Government the inherent weakness of Germany's position. At the same time, too, it may be added that by the terms of the treaty by which Kiao-Chau was ceded to Germany, the latter Power has the right to select another site in exchange, but at the moment there is none which is so convenient, nor any upon which it would be really worth while now to repeat the expenditure that Germany has made in respect of Kiao-Chau.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 5th at 11.55 a.—Except a moderate fall over the N.E. coast of China, barometric changes are unimportant.

Pressure is highest over S. Philippines, and lowest over N. China in the North and over Tongking in the South.

Moderate S. monsoon will prevail in the Formosa Channel, and the N. part of the China Sea.

The Japanese returns are lacking this morning.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.34 inches

FORECAST.

1.—Hongkong and neighbourhood, S.E. winds, moderate; showery to fair.

2.—Formosa Channel, S. winds, moderate.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

A MODERN INSTANCE OF CHINESE JUSTICE.

AN ACCOUNT OF THE ARREST AND TRIAL OF A WELL-KNOWN CHINESE EDUCATOR.

Our readers will be glad to learn that Mr. Chung Jung Kwang, the highly respected and widely known headmaster of the Chinese department of the Canton Christian College, who has been under detention in Tientsin as a political suspect was finally released from custody on Friday, 19th July, and has arrived safely in this Colony. Mr. Chung was arrested in Pao-ting-fu on the 17th of June last, and for five weeks from that time was held for examination by the provincial courts at Tientsin. He was travelling at the time of his arrest in company with Dr. Wisner, the President of the College. At the request of the College staff they were making a tour of investigation of the schools of North China, after having spent a considerable time in Japan looking into the educational work of the Japanese, with a view to learning what needs to be done and what is being done to meet the educational demands of the time. It appears that such a procedure was entirely unheard of in that quarter of the world. A Chinese scholar, wearing European dress and speaking English, having just returned from Japan by way of Korea and the three provinces of Manchuria, and with a definite itinerary in North China, travelling in company with a foreigner and stopping at all the important centres of population, and spending days in each prying into all sorts of places where students were to be found and willing on occasion to address gatherings of Christians and students,—such a man must be up to mischief. The imagination of the secret service staff was set aglow; a theory was propounded detailing a carefully arranged programme, a sort of revolutionary campaign, in which the innocent pedagogue figured as a crafty plotter of sedition and masterful thrower of bombs. He was supposed to be visiting the various secret camps of the disaffected, supplying them with signals for a concerted outbreak which was to be sprung, like setting off a series of electric mines, by this authorized agent and trusted officer of Sun Yat Sen as soon as he should reach Hankow, whither he was travelling by rail. Was he not a citizen of the same district (Heung Shan with that arch-rebel? And for three years, about the time of the Chino-Japanese war, Mr. Chung was supposed to have been travelling as an agent of the revolutionists.

Mr. Chung was able to show that for two of the three years during which he was supposed to have been a travelling agent of the revolutionary party, he was associated with a gentleman, now holding an important official position in North China, in teaching a school in the South, while the third year was the very year in which he was in Peking and had his Chü-jen degree confirmed and tried for the Tsun Sz degree. Thus was this one charge effectually disposed of.

The method of conducting the examination was a strange mingling of the old with the new, and presents some interesting features. Mr. Chung was treated with the greatest consideration, not to say deference, as though he were a person of distinction. He was conveyed from Pao-ting-fu to Tientsin in a special car, with attendants who solicitously ministered to his comfort, and, although he was attended by a heavy military guard, his movements were not interfered with. In fact a Chinese friend, standing on the platform at the railway station in Tientsin at the time of his arrival, spoke with him for a minute or two through the car window and did not know that anything unusual was occurring until he was afterwards informed. During his imprisonment (or rather detention, for he was not put in prison) he was not put in irons, and, although his disavowal of complicity in the schemes of the revolutionists was most persistent, torture was not actually resorted to as a stimulus to memory and ready expression. True the examining judge did repeatedly threaten that, if the prisoner did not display a more tractable spirit, and confess what the Government wanted to know, he, the judge, would be obliged to resign his connection with the case, and have it transferred to the prison, where the usual methods of persuasion would prevail and where the prisoner would have cause, too late, to remember with how great consideration he had been treated by the present administrator of justice.

Mr. Chung was detained in the building set apart for the residence of visiting officials while staying in Tientsin. One section of the building was occupied by the officiating judge. Another portion was shared with Mr. Chung by a gentleman of the same literary degree, whose ostensible business was to act as host to the distinguished guest, and to prevent time from hanging heavily on his hands in the intervals between his formal examinations, but whose real business was to continue the examination in private, to try if some method yet untried might not bring out some incident or admission which would prove a clue to further disclosures. Thus for three weeks every waking hour was filled with this process of examining, testing, coaxing, threatening, insinuating, encouraging, entrapping, using every device that Chinese ingenuity could devise to get the man to incriminate himself and betray his supposed fellow-conspirators. This assumption of guilt was maintained throughout. Every failure to break down the composure of the prisoner and the consistency of his story was only looked upon as evidence of the deceiver's consummate skill, and the necessity of employing more effective measures to secure the desired admissions. The question always came back to this, "When did you become a member of the revolutionary society, and how many accomplices did you bring with you?" The prisoner's denial was met in a variety of ways. At one time the judge would say, "How can I answer the Viceroy when you so persistently refuse to confess anything?" Again the prisoner's vanity was appealed to. He was urged to confess, and told that although he would lose his life yet he would pass as a hero. Finally, he was told that if he would help the Government to catch the revolutionary leaders he need not incriminate himself. This way he would save his life and be rewarded by the Government. This prolonged tournament of intellectual assault, feint, pany, and defence, with several antagonists pitted against one, must have worn out the powers of resistance of a man striving to conceal something criminal. He would have been almost certain to be caught sometime with his guard down. But with an innocent man it was different. It was only necessary for him to keep a clear head, tell a straight story and stick to it, in order to succeed, especially if he could refer to places, events, and individuals outside his place of confinement which his examiners could themselves refer to in confirmation of his story. This they did by telegraph. This was the process that little by little brought conviction to Mr. Chung's examiners that he was really not guilty of the charges on which he had been arrested. But it had taken more than three weeks to reach this result. The judge evidently at this time finally reported on the case, for the examinations were discontinued, and Mr. Chung was assured that he would be liberated. Ten more days were consumed in securing three satisfactory guarantors. These were finally obtained largely through the agency of certain influential gentry in Canton, who telegraphed to the officials in Tientsin their confidence in Mr. Chung and their willingness to go security for him in Canton. The necessary preliminaries having been satisfactorily arranged, Mr. Chung was released, his appearance among them bringing the first definite information about him, beyond the fact that he was being well treated and the case was being carefully looked into, that his friends had been able to obtain during the five weeks of his detention. He and Dr. Wisner, on account of the disturbed state of the country, departed from their original plan to return via Hankow and the Yangtsze Valley, and came back by the most direct sea route, arriving in this Colony by the French Mail steamer *Tonkin*, this morning.

KULANGSU (AMOY) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 16th 1907, July.

Present:—Messrs. W. H. Wallace (chairman), C. A. V. Bowra, A. F. Gardiner, Huang Ts'an-chew, W. Kruse, W. Wilson, the Health Officer and the Secretary.

The minutes of the last meeting are read and confirmed.

The Superintendent of Police reports the following cases have been dealt with at the Mixed Court since last meeting. Summonses: Theft 3, Assault 6, Breach of contract 1, Breach of Municipal regulations 2, Contempt of Court 1, Debt 1, Allowing pigs to stray 1. Summary Arrests: Theft 2, Assault 2, Gambling 2, Being abroad without a light after 12 midnight 2, Committing a nuisance 1, Washing clothes at a public well 2, Attempting to commit suicide 1, On suspicion with aiding and abetting to commit a felony 3, Breach of Municipal regulations 1.

(Signed), W. H. WALLACE,
Chairman.

By order,
B. BERKELEY MITCHELL,
Secretary.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2/3
Do. demand	2/3 1/16
Do. 4 months' sight	2/3⅜
France—Bank T.T.	2.83
America—Bank T.T.	54⅛
Germany—Bank T.T.	2.10
India T.T.	168
Do. demand	168⅛
Shanghai—Bank T.T.	73
Singapore T.T.	4 % prem
Japan—Bank T.T.	110
Java—Bank T.T.	135⅝

Buying

4 months' sight L/C.	2/3 9/16
6 months' sight L/C.	2/3⅝
30 days' sight San Francisco & New York	55⅛
4 months' sight do.	56⅛
30 days' sight Sydney and Melbourne	2/3 13/16
4 months' sight France	2.88½
6 months' sight "	2.90
4 months' sight Germany	2.35½
Bar Silver	31½
Bank of England rate	4 %
Bank of France	3½ %
Sovereign	$8.86

A HEAVY storm was experienced at Chefoo and Chinwangtao on Friday and Saturday week last, the sea during the night running very high. Vessels in Chefoo harbour had to get close in and for three days lighterage was difficult and great delay was experienced. At Chinwangtao the waves dashed right over the breakwater and pier, and very considerable damage is reported to the big blocks of stone which form the outer wall of the breakwater, but the structure itself is not damaged, and the pier and buildings on shore did not suffer. It is presumed there must have been an exceptionally high tide, as there is no indication that the wind was very high.—*P. & T. Times.*

THE *London Gazette* contains a dispatch from Sir F. Lugard, our new governor, covering several other dispatches, giving a full account of the operations in Sokoto in March, 1906, undertaken to put down an insurrection which was "as much directed against the Emir of Sokoto, head of the Mussulmans, as against the British, at the outset of which Lieutenant Blackwood, Mr. Preston Hillay, Acting Resident, and Mr. A. G. M. Scott, his assistant, were killed." Sir F. Lugard refers in terms of the highest praise to the manner in which the suppression of the revolt was effected, and especially to the humanity with which the operations were conducted.

To-day's Advertisements.

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dordogne*, and from Havre ex s.s. *Medoc*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 12th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 12th August, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 12th August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 5th August, 1907. [70

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP, HULL, LONDON AND STRAITS.

THE Steamship

"GLENTURRET"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 12th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.

Hongkong, 5th August, 1907. [719

THE CHINESE ENGINEERING AND MINING CO. LTD.

RECENT ELECTRIC INSTALLATION.

The new electrical plant installed by the Chinese Engineering and Mining Co. in its Tongshan mines was formally opened last month in the presence of a large number of guests of the company. The new plant is one of the most complete and modern in the Far East and the management is better equipped than ever to operate its growing business.

The installation includes boilers and their accessories, steam alternators, motor and steam exciters, transformers, switchboard, a 50-ton crane, all the necessary steam piping, a cooling tower, arc and incandescent lamps for surface lighting, underground pumps with their accessories, all contracted for and erected by the Allgemeine Co. and Siemens Schuckert Works, both of Berlin.

The boiler house is 190 ft. long and 71 ft. wide and contains 12 Cornwall Galloway type boilers by The Grandes Chaudronneries de l'Escaut. The boilers are 8 ft. in diameter and 36 ft. long and have a capacity of 3700 to 4400 lbs. of dry steam per hour at a pressure of 140 lbs. Each boiler has its superheater with surface of 430 sq ft. and an injector with a capacity of 880 gallons per hour. Two Becker feed pumps of 4400 gallons per hour are placed at the north end of the building. Two Green's economizers with electrically driven scraper gear, are placed near the chimney, each economizer being able to heat the necessary feed water for running one set with accessories under full load to a temperature of 80° C.

The power station measures 125.51 ft. There are three Vanden Kerchove S. S. W. type steam alternators having a capacity of 1,300 K.V.A. three-phase at 2,200 volts, 107 rev., and 2 cycles per set. Each set has its own jet type condenser and air pumps, but can run exhaustion to air with reduced load. Three Victor generation sets and one steam exciter set are provided for excitation and lighting purposes. The A. E. G. Alleo steam exciter set has a capacity of 40 B. .P. while the A. E. G. type motor generators have a capacity of 85 K.W. each, at 220 volts and 745 revs.

Two 20 K.V.A. oil cooled transformers are provided for reducing the tension from 2,200 to 220 volts for the economizer motors, etc.

The switchboard is well worth inspection; its special feature is the manner in which the high and low tension current is separated.

The 32 panels are arranged in two levels; the top half being served from a platform, a special panel is provided for synchronising.

A 30 ton "Titan" travelling crane runs the whole length of the Power Station.

The live steam, exhaust and water-pipings are supplied by Messrs. Brener; a special feature is the flange arrangement.

At the South end of the Power House is the "Black" cooling tower for condensing water, complete, with its electrically driven centrifugal pump for 330,000 gallons per hour.

The surface of the mine is lit by 48 arcs of 800 and 1,400 cp. and 300 glow lamps of 16 cp, and 220 volts, the necessary power being got from the motor generators.

Underground there are 5 motor driven Sulzer type centrifugal pumps having an individual capacity of 1,200 gallons per minute against a head of 700 feet. The direct coupled A.E.G. type of motor is capable of giving 470 H. P. at 2,000 volts and 1485 revolutions a minute. Three pumps are placed in the fourth level at a depth of 670 feet and two in the sixth level at 1,000 feet. There is a spare pump in each level. Each pump chamber is provided with its own switchboard, lighting and starting transformers, etc.

The pumps in the sixth level deliver water to the fourth level, and those in the fourth level deliver up to the surface. An extra electric cable and a reserve water exhaust pipe are also provided. Besides the equipment referred to sundry additional motors for fans, the operation of the sawmill, brickyard, workshops, North west shaft, etc., will shortly be installed.

It has also been announced that the Linsi colliery will also be equipped with a similar installation including nine boilers and two generating sets.—*Far Eastern Review.*

Intimations

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ROBINSON PIANO

CO., LD.

TALKING

MACHINES

AND

RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT

MUSIC.

Comic Opera Scores

and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [32

THE

LEADING COGNAC

IS

J. & F. MARTELL'S.

*	.....per dozen	$25.00
* * *	..... "	28.00
V.S.O.P.	..... "	40.00
V.V.S.O.P.	..... "	90.00

SOLE AGENTS:

H. PRICE & Co., Ltd.,

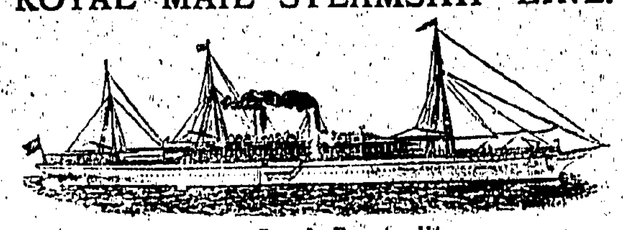
WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 16th July, 1907 [14

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS. "R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"MONTEAGLE"	6,163	WEDNESDAY, Aug. 14th	Sept. 7th
"EMPRESS OF JAPAN"	6,000	THURSDAY, Aug. 29th	Sept. 16th
"TARTAR"	4,425	WEDNESDAY, Sept. 11th	Oct. 5th
"EMPRESS OF CHINA"	6,000	THURSDAY, Sept. 26th	Oct. 14th
"ATHENIAN"	3,882	WEDNESDAY, Oct. 9th	Nov. 2nd
"EMPRESS OF INDIA"	6,000	THURSDAY, Oct. 24th	Nov. 11th

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29½ days from HONGKONG.

Hongkong to London, 1st Class.....*vid* St. Lawrence £60. *Vid* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways „ £40. „ £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China,
Hongkong, 1st August, 1907. *Corner Pedder Street and Praya.* [11

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SAMARANG and SOURABAYA	*ONSANG*	TUESDAY, 6th Aug., Noon.
TIENTSIN v. SWATOW & CHEFOO	*CHEONGSHING**	TUESDAY, 6th Aug., 4 P.M.
S'GAPORE, PENANG & CALCUTTA	*LAISANG**	THURSDAY, 8th Aug., 3 P.M.
MANILA	*YUENSANG**	FRIDAY, 9th Aug., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	$ 65	$100
Penang „	85	130
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* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.,
General Managers.
Hongkong, 5th August, 1907. [6

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.	
CEBU & ILOILO	"KAIFONG"	6th Aug.,	4 P.M.
MANILA	"TEAN" *	6th „	„
SWATOW & SHANGHAI	"KIUKIANG" †	7th „	„
HOIHOW and HAIPHONG	"CHIHLI"	8th „	daylight.
TSINGTAU, CHEFOO & NEWCHWANG	"KWEIYANG"	8th „	4 P.M.
SWATOW, AMOY, NINGPO & SHANGHAI	"KASHING" †	8th „	„
SWATOW & CHINKIANG	"ICHANG" †	9th „	„
SWATOW, AMOY & SHANGHAI	"SHANSI" †	12th „	3 P.M.
JAVA	"SHANTUNG"	13th „	4 P.M.
SWATOW, CHEFOO & TIENTSIN	"HUICHOW"	14th „	„
YOKOHAMA & KOBE	"TSINAN" *	15th „	„

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Austral an Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE
AGENTS.
Hongkong, 5th August, 1907. [7

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon and Stewardess carried.**—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	Almond	MANILA	SATURDAY, 10th Aug., at Noon.
ZAFIRO	2540	Fraser	„	SATURDAY, 17th Aug., at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 3rd August, 1907. [5

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

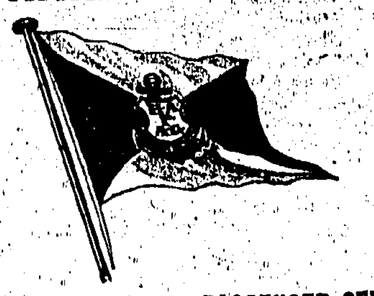
(With Liberty to Call at the Malabar Coast).

Steamship — To sail
"ABERLOUR".....FRIDAY, 23rd August.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
Hongkong, 5th July, 1907. General Agents. [8

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



159 Ocean Steamers with **912,000** Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA,—HABSBURG,—HOHENSTAUFEN,—SILESIA,—SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: **NAPLES, PLYMOUTH, HAVRE, HAMBURG.**

NEXT SAILINGS FROM HONGKONG.

Outward.		Homeward.	
RHENANIA	1st Oct.	SCANDIA	7th Aug.
SILESIA	2nd Nov.	HABSBURG	4th Sept.
		RHENANIA	4th Oct.

Hongkong, 2nd August, 1907. [3

FOR NEW YORK.
(With liberty to call at the Malabar Coast).

THE Steamship
"TUDOR PRINCE,"
Captain McDougall, will be despatched for the above Port, on or about THURSDAY, the 15th August.
For Freight, apply to
ARNHOLD, KARBERG & Co., Agents.
Hongkong, 22nd July, 1907. [672

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
Shawmut *	9,606	E. V. Roberts	About 15th Aug.
Tremont	9,606	T. W. Garlick	10th Sept.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings.
Hongkong, 17th July, 1907. [12

"SOUTH AFRICAN" LINE OF STEAMERS.

FOR DURBAN.

THE Steamship
"HELIOPOLIS,"
Captain Martin, will be despatched as above on or about 20th August.
For Freight, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 25th July, 1906. [688

FOR VLADIVOSTOCK.

THE Steamship
"VINE BRANCH,"
will be despatched as above on or about 10th September.
For Freight and further Particulars, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 3rd August, 1907. [717

STEAM TO CANTON.

THE New Twin Screw Steel Steamers
"KWONG TUNG" ...Capt. H. W. WALKER.
"KWONG SAI" .....Capt. E. S. CROWE.
Leave Hongkong for Canton at 9 every evening, (Saturday excepted).
Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....$4.
Meals .....$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.
YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 3rd July, 1907. [16

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND IQUIQUE via JAPAN PORTS (KARATSU, KOBE and YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers	Tons	To sail on
"GLENFARG" *	3,500	Middle of Aug.
"KASATO MARU"	6,100	End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

* Passenger only.

For further information as to Freight and Passage, apply to
K. MATSDA,
Manager,
York Building.
Hongkong, 16th July, 1907. [15

REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
S.S. "SATSUMA" ..... 7th Sept.
FOR BOSTON AND NEW YORK.
S.S. "GHAZEE" .....14th Sept.
For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 30th July, 1907 [64

For Sale.

FOR SALE.

TWO VERY VALUABLE PIECES OF LANDED PROPERTY situate at CANTON near the Hongkong, Canton and Macao Steamboat Company's wharf and facing the river. Title Deeds can be seen at the office of the undersigned.
For further particulars, apply to—
GOLDRING and BARLOW,
Solicitors,
10, Queen's Road Central.
Hongkong, 22nd May, 1907. [526

HUMBER CYCLES.

THE BEST IN THE WORLD.

Cycles Makers BY ROYAL WARRANTS TO H.M. KING EDWARD VII. AND H.R.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEEDGEAR, GEAR CASES AND DUNLOP TYRES.

From $120 to $150 each.

GUARANTEE FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News:—"For 38 years the name of the HUMBER has been as a guarantee of good workmanship."

DRAGON CYCLE DEPOT,
AGENTS,
11, D'AGUILAR STREET and KOWLOON.
Hongkong, 19th July, 1907. [476

HONGKONG AVERAGE MARKET PRICES.

Corrected 3rd August, 100 cts. per $ Mex.

BUTCHER MEAT.		Cents.
Beef sirloin & prime cut—Mei Lung Pa	lb	20
„ Corned—Ham Ngau Yuk	„	20
„ Roast—Shiu „ „	„	20
„ Breast—Ngau Lam	„	15
„ Soup, Tong Yuk	„	15
„ Steak—Ngau Yuk Pa	„	20
„ „ Sirloin—Ngau Lau	„	30
„ Sausages,—Ngau Yuk Chaung	„	26
Bullock's Brains— „ Know	per set	10
„ Tongue fresh—Ngau Li	each	50
„ „ corned—Ham Ngau Li	„	55
„ Head—Ngau Tau	„	80
„ Heart—Ngau Sum	per lb	12
„ Hump, Salt—Ngau Kin	„	20
„ Feet—Ngau Kerk	each	7
„ Kidneys—Ngau Yiu	„	10
Tail—Ngau Mei	„	17
„ Liver—Ngau Con	lb	12
„ Tripe (undressed)—Ngau To	„	7
Calves' Head and Feet—Ngau-chai-tau-keok	set	1.00
Mutton Chop—Yeung Pai Kwat	lb	24
„ Leg—Yeung Pei	„	24
„ Shoulder—Yeung Shau	„	20
Pigs' Chitlings—Chi cheong	„	24
„ Brains—Chi Know	per set	2
„ „ Feet—Chi Kerk	„	12
„ Fry—Chi Chak	„	12
„ Head—Chi Tau	„	12
„ Heart—Chi Sum	each	9
„ Kidneys—Chi Yiu	pair	8
„ Liver—Chi Kon	lb	28
Pork, Chop—Chi Pai Kwat	„	21
„ Corned—Ham Chu Yuk	„	—
„ Leg—Chu Pei	„	22
„ Fat or Lard—Chu Yau	„	16
Sheeps' Head and Feet—Yeung Tau Keok	set	60
„ Heart—Yeung Sum	each	6
„ Kidneys—Yeung Yiu	„	10
„ Liver—Yeung Con	lb	24
Sucking Pigs, To Order—Chu Chai	„	—
Suet, Beef—Sang Ngau Yau	„	16
„ Mutton—Sang Yeung Yau	„	24
Veal—Ngau Chai Yuk	„	20
„ Sausages—Ngau Chai Yuk Tong	„	20

POULTRY.		
Chicken—Kai Chai	lb	30
Capons, Large, Small—Sin Kai	„	32
Ducks—Ap	„	22
Doves—Pan Kau	each	15
Eggs, Hen—Kai Tan	per doz.	24
Fowls, Canton—Kai	lb	32
„ Hainan—Hoi Nam Kai	„	28
Geese—Ngo	„	22
Geese, Wild Shanghai—Sheung Hoi Ye Ngo	pair	$
Musk Deer—Wong Keng	each	—
Hare—Tu Chai	„	—
Partridge—Che Khoo	„	—
Pheasant—Shan Kai	pair	—
Pigeons, Canton—Pak Kup	each	25
„ Hoihow—Hoihow Pak Kup	„	23
Quail—Um-Chun	„	—
Rice Birds—Wo Fa Cheuk	dozen	—
Snipe—Sa Chui	each	—
Turkeys, Cock—Fo Kai Kung	„	75
„ Hen— „ „ Na	„	50
Wild Ducks, Shanghai, Sui-ap	pair	—
Teal, Shanghai, Sui Ap Chai	„	—
Wild Ducks Canton—Sang Shing Sui Ap	per pair	

FISH.		
Barbel—Ka Yu	lb	17
Bream—Bin Yu	„	18
Canton Fresh Water Fish—Hoi Bin Yu	„	20
Carp—Li Yu	„	17
Catfish—Chik Yu	„	12
Codfish—Mun Yu	„	20
Crabs—Hai	„	11
Cuttle Fish—Muk Yu	„	14
Dab—Sa Mang Yu	„	15
Dace—Wong Mei Lun	„	18
Dog Fish—Tit Tu Sa	„	10
Eels, Congor—Hai Man Yu	„	18
„ Fresh water—Tam Sui Yu	„	18
„ Yellow—Wong Sin	„	25
Frogs—Tien Kai	„	24
Garoupa—Sek Pan	„	35
Gudgeon—Pak Kup Yu	„	10
Herrings—Tso Pak	„	18
Halibut—Cheung Kwan Yu	„	20
Labrus—Wong Fa Yu	„	18
Loach—Wu Yu	„	25
Lobsters—Lung Ha	„	35
Mackerel—Chi Yu	„	16
Monk Fish—Mon Yu	„	35
Mullet—Chai Yu	„	18
Oysters—Sang Hoo	„	24
Parrotfish—Kai Kung Yu	„	18
Perch—Tau Loo	„	18
Pike—Fa Paw Poong	„	12
Plaice—Pan Yu	„	20
Pomfret, Black—Hak Chong	„	20
Pomfret, White—Pak Chong	„	22
Prawns—Ming Ha	„	35
Ray—Pei Pa Ba	„	10
Rock Fish—Sek Kau Kung	„	18
Roach—Chun Yu	„	25
Salmon, (Cton), fresh water—Ma Yau Yu	„	31
Shark—Sa Yu	lb	6
Skate—Po Yu	„	8
Shrimps—Ha	„	20
Snapper—Lap Yu	„	30
Soles—Tat Sa Yu	„	20
Tench—Wan Yu	„	17
Turbot—Cho How Yu	„	24
Turtles, small, fresh water—Keok Yu	„	30
White Bait—Ngan Yu Chai	„	—

FRUITS.		
Almond—Hung Yan	lb	18
Apples, (California)—Kam San Ping Ko	„	25
„ (Chefoo)—Tin Chun Ping Ko	„	12
„ Small—Hoi Tong	„	7
„ Custard—Fan Lai Chi	each	—
Bananas, fragrant, Canton—Sang Sheng Heung Chiu	lb	3
„ (brides), Macao—San Heung Chiu	„	6
Chestnuts, Chinese—Foong Lut	„	—
Carambola—Yeung Tou	„	7
Cocoanuts—Yeh Tsz	each	12
Grapes—Sin Tai Tsz	lb	—
Lemons, China—Ning Moong	„	7
„ Amer.—Kum San Ning Moong	„	4
Lichees, Small Stone—Lai Chi Con	„	—
„ Fresh, Lai Chi	„	10
Limes, (Saigon)—Sai Kung Ning Moong	each	5
Mango, Manila—Lui Sung Moong	„	—
Mango, Saigon—Sai Kung Moong	„	—
Mangosteens, San Chuk Tsz	doz.	—
Oranges, (American)—Sang Sheng Tim Chang	lb	—
„ Small—Tai Kut	catty	—
„ Mandarin—Tim Kut	„	—
Olives—Pak Lam	lb	8
Passion Fruit	each	—
Pears, (American)—Kam San Shut Li	lb	—
„ (Canton), Cooking—Sa Li	„	6
„ (Shanghai)—Sheung Hoi Li	„	18
Peanuts,—Fa Sang	„	10
Persimmons Large,—Hung Chie	„	20
Pine-apples, 1st quality—Sheung Poon Ti Paw-law	each	8
„ 2nd cocking.—Chung-tang Paw-law	„	5
Platams—Tai Chen	lb	2
Plums, Swatow—Hung Lai	„	10
Pumelo, Siam—Chim Lo Yau	each	10
Walnuts, Hop Tou	„	12
„ Green—Sang Hop Tuo	„	—
Shanghai Lo Kwat	lb	—

VEGETABLES, &c.		
Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk	lb	—
Beans, (French) Macao—Oh Moon Pin Tau	„	—
Beans, (French), Shanghai—Sheung Hoi Pin Tau	„	—
Beans, Sprout—Ah Choi	„	4
Beans Long—Tau Kok	„	6
Beet Root—Hung Choi Tau	each	2
Brinjals, Green—Cheng Yuen Ker	„	4
Brinjals, Red—Hung Ker	„	4
Brassica—Pak Choi	„	4
Bamboo Shoots—Chook Shun	„	3
Cabbage, Chinese, com.—Kai Choy	„	4
Cabbage Root—Kai Lan Tau	each	2
Cabbage, (Shanghai)—Yeh Choi	„	17
Cane Shoots, bunch—Kau Shun	„	—
Cauliflower, Large size—Tai Yeh Choi Fa	each	—
Cauliflower, Medium size—Cheung Yeh Choi-fa	each	—
Cauliflower, Small size—Sai Yeh Choi-fa	„	—
Carrots—Kam Shun	„	7
Celery, Chinese—Tong Kan Choy	„	—
Celery, English—Yeung Kan Choi	„	—
Celery, White—Pak Yeung Kan Choi	„	—
Chilles Dried—Con Lat Chiu	„	7
„ Red—Hung Fa „	„	7
„ Green—Cheng Lat Chiu	„	7
Curry Stuff, English—Ka Lee Choi Liu	„	—
Cucumbers—Cheng Kwa	„	1
Bitter Squash—Fu Kwa	„	—
Garlic—Suen Tau	„	6
Ginger, young—Sun Tsz Keung	„	7
„ old—Lo Keung	„	7
Horse Radish, Shanghai—Lik Kan	lb	25
Indian Corn—Suk Mai	piece	4
Lettuce—Yeung Sang Choi	each	1
Water Chesnuts—Ma Tai	„	8
„ Mandarin—Kwei Lum Ma Tai	„	8
Musk Melon	„	—
Mushrooms Fresh—Sang Cho Kho	„	—
Onions, Bombay—Yeung Chung Tau	„	6
„ Green—Sang Chung	„	4
„ Shai—Sheung Hoi Chung Tau	„	6
„ Japan—Yat Poon „ „	„	—
Okroes—Mo Ker	„	—
Parsley, English—Yeung Un Sai	lb	—
Gradus Pea	„	—
Green Peas—Cheng Tau	„	—
Potatoes, Sweet—Fan Shu	„	3
„ Shanghai—Sheung Hoi Shu Tsai	„	3
„ Japan—Yat Poon Shu Tsai	„	3
„ American—Fa Ki „ „	„	—
„ Foochow—Fuk Chau Shu Tsai	„	3
„ Macao—Oh Moon „ „	„	—
Pumpkin—Toong Kwa	„	3
Radish—Hung Lo Pak Tsai	dozen	—
Rhubarb	„	—
Shalots—Con Chung Tau	„	8
Spinage (Chinese)—Paw Choi	„	4
Spinach—Yin Choi	„	4
Tomatoes—Fan Ker	„	6
Taros—Wu Tau	„	5
Turnips, Pun-ti (Long)—Low Pak	„	3
„ English—Yeung Low Pak	piece	—
Vegetable Marrow—Chit Kwa	„	4
Water Cresses—Sai Yeung Choi	„	10
„ Caltrops—Lan Kok	lb	—
„ Lily Roots—Lin Ngau	„	5
Yams—Tai Shu	„	3
Sage	per bundle	10

C. W. BRETT,
Inspector of Markets.

The prices necessarily vary from day to day, and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

G. A. WOODCOCK,
Secretary, Sanitary Board.

Shipping.

Arrivals.

Arabia, Ger. s.s., 4,438, C. Neumann, 3rd Aug.,—Portland, Or., via Japan 12th July, Flour.—P. & A. S. S. Co.

Kwanglee, Ch. s.s., 1,468, R. Lincoln, 3rd Aug.,—Shanghai 31st July, Gen.—C. M. S. N. Co.

Fukushu Maru, Jap. s.s., 1,000, T. Ito, 3rd Aug.,—Anping 31st July, Brick and Gen. —O. S. K.

Jacob Diederichsen, Ger. s.s., 623, A. Ulderup, 3rd Aug.,—Pakhoi 30th July, and Hoihow 2nd Aug., Gen.—J. & Co.

Shoshu Maru, Jap. s.s., 999, M. Nemoto, 3rd Aug.,—Shanghai via Ports 26th July, Gen. —O. S. K.

Rajaburi, Ger. s.s., 1,189, O. Koch, 3rd Aug., —Bangkok 24th July, Gen.—B. & S.

Pongtong, Ger. s.s., 997, W. Böttcher, 3rd Aug.,—Bangkok 24th July, Rice and Wood.—B. & S.

Suisang, Br. s.s., 1,785, W. D. Welsh, 4th Aug.,—Salina Cruz (Mexico), 29th June, Ballast.—J., M. & Co.

Childar, Nor. s.s., 1,102, A. Augensen, 4th Aug.,—Bangkok 27th July, Gen.—N. Y. K.

Victoria, Swed. s.s., 1,100, J. A. Hellberg, 4th Aug.,—Java 25th July, Sugar.—Aagaard, Thoresen & Co.

Shantung, Br. s.s., 1,835, J. Robinson, 4th Aug.,—Java 26th July, Sugar.—B. & S.

Wongkoi, Br. s.s., 1,115, W. Reher, 4th Aug., —Swatow 3rd Aug., Gen.—B. & S.

Frithjof, Nor. s.s., 891, O. Andersen, 4th Aug.,—Swatow 3rd Aug., Gen.—O. S. K.

Chinkiang, Br. s.s., 1,207, F. Robertson, 4th Aug.,—Swatow 3rd Aug., Ballast.—B. & S.

Hunan, Br. s.s., 1,142, C. W. Puckett, 4th Aug.,—Canton 3rd Aug., Gen.—B. & S.

Polynesien, Fr. s.s., 3,54[illegible], Broc, 4th Aug., —Marseilles and Saigon 2nd Aug., Mails and Gen.—M. M.

Standard, Nor s.s., 894, H. N. Bull, 4th Aug., —Wakamatsu 29th July, Coal.—Aagaard, Thoresen & Co.

Sullberg, Ger. s.s., 765, Tuppi, 4th Aug.,—Haiphong 2nd Aug., Coal.—W. & Co.

Tonkin, Fr. s.s., 6,375, Mouton, 5th Aug.,—Shanghai 2nd Aug., Mails and Gen.—M. M.

Cheong Shing, Br. s.s., 1,256, T. H. Tishman, 5th Aug.,—Canton 4th Aug., Gen.—J., M. & Co.

Kumano Maru, Jap. s.s., 3,147, N. Mathieson, 5th Aug.,—Manila 2nd Aug., Gen.—N. Y. K.

Lothian, Br. s.s., 3,212, Williamson, 5th Aug., —Callao 22nd June, Ballast.—Order.

Korea, Am. s.s., 5,651, S. Sandberg, 5th Aug., —San Francisco and Shanghai 2nd Aug., Mails and Gen.—P. M. S. S. Co.

Departures.

Aug. 4.

Masan Maru, for Moji.
Yesan Maru, for Moji.
Daijin Maru, for Swatow.
Tsukoan Maru, for Kutchinotzu.
Kwanglee, for Canton.
Kiukiang, for Canton.

Aug. 5.

Chingtu, for Australian Ports.
Onsang, for Samarang.
Samsen, for Bangkok.
Hongmoh, for Amoy.
Tosa Maru, for Keelung.
Kowloon, for Vladivostock.
Helm, for Bangkok.
Singan, for Hoihow.
Katfong, for Cebu.
Hunan, for Shanghai.
Proteus, for Swatow.
Tjikini, for Batavia.
Skramstad, for Saigon.
Polynesien, for Shanghai.

Passengers arrived.

Per *Lothian*, from Callao—217 Chinese.

Per *Shoshu Maru*, from Shanghai, &c.—Mr. H. A. Jardiner.

Per *Kumano Maru*, from Manila for Hongkong—Mr. Fritz Fiedler, and Miss G. E. Smith. For Kobe—Mr. Martin, Mr. and Mrs. G. Wilder, Miss Webber, and Mr. D. Matsui. For Yokohama—Miss Ethel Berne, Mr. and Mrs. F. R. Chudleigh, Mr. O. D. Fernandez, Mrs. H. Gordon, Mr. Hernandez, Miss Gladys Ingram, Messrs. Matson, Thomas, Mrs. Takeda and child, Mr. and Mrs. W. Winn, and Mr. and Mrs. I. Winn.

Per *Tonkin*, from Shanghai for Hongkong—Messrs. Douglas Graham, Jones Chia and boy, Rev. Robert, Dr. and Mrs. L. Morgan, Messrs. O. F. Wisner, Wichung, Ah Chang and Werner. For Saigon—Messrs. V. D. Ong and boy, Muiron, Misses Eldin, Dancourt, Kawaguchi, Govin, Faner, Rose, and Mr. Vinson. For Singapore from Yokohama—Mr. Litchmann. From Kobe—Mr. T. Oka, and Miss T. Jesaki. From Shanghai—Mr. Abdallahlen Alsagoff, and Miss Katie Glück. For Batavia from Kobe Messrs. Lim Liang Boe, chiong Na Long, Ay Gyoe Yong and boy. For Colombo from Yokohama—Lieut. H. Messenger, and Mr. J. Hornell. From Kobe—Mr. G. Tremlett. For Marseilles from Yokohama—Dr. J. Dupuy, Mr. R. L. Richards, Dr. Nikamura, and Mr. L. Dache. From Kobe—Mr. Rey. From Shanghai—Messrs. Coulais, Labatier, Mauger, Baule, Rev. Gordon, Messrs. Dousset, G. Dirieg, Piacentimi, Mrs. Denis, Mrs. Christmann, Mrs. Guenec, Mrs. B Bley, Mrs. Vincent, Mrs. Ronchon, Mrs. Rivier, Mrs. Rapp, Miss G. Vittadini, Mrs. Kerhoas, Mrs. Le Montagne, 18 Marines, and 5 Soldiers.

Shipping Reports.

Str. *Frithjof*, from Swatow:—Fine weather.

Str. *Suisang*, from Salina Cruz, Mexico:—Fine weather throughout.

Str. *Shoshu Maru*, from Shanghai via Ports:—Strong breeze and rough sea.

Str. *Chinkiang*, from Swatow:—Strong Southerly winds and heavy rain.

Str. *Shantung*, from Java:—Light to moderate S.W. monsoons with moderate sea.

Str. *Lothian*, from Callao:—Fine weather. Had typhoon on 27th July, in Lat. 34·40 W. Long. 1·47 O.E.

Str. *Kwanglee*, from Shanghai:—Strong S.W. monsoon and heavy sea. One Chinese passenger died August 1st.

VESSELS IN PORT.

STEAMERS.

Amigo, Ger. s.s., 822, N. J. Baltzer, 2nd Aug., —Hoihow 1st Aug., Rice and Gen.—J. & Co.

Choising, Ger. s.s., 1,021, F. Heyenga, 28th July,—Bangkok 22nd July, Rice and Wood.—B. & S.

Dakotah, Br. s.s., 2,593, W. A. Ross, 27th July, —San Francisco via Shanghai 30th June, Oil in Bulk.—S. O. Co.

Eastern, Br. s.s., 2,272, W. G. McArthur, 3rd Aug.,—Sydney 11th July, Brisbane 12th, Townsville 15th, Cairns and Cooktown 16th, Thursday Island 18th, Port Darwin 22nd, Timor 24th, and Manila 31st, Gen.—G., L. & Co.

Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 25th July,—Vancouver 9th July, and Shanghai 25th, Mails and Gen. —C. P. R. Co.

Glenesk, Br. s.s., 2,[illegible], J. Rafferty, 28th July, —Moji 23rd July, Coals.—McG. Bros. & Gow.

Haimun, Br. s.s., 636, A. J. Robson, 3rd Aug., —Foochow 31st July, Amoy 1st Aug., and Swatow 2nd, Gen.—D., L. & Co.

Hanoi, Fr. s.s., 781, P. Merlees, 3rd Aug.,—Haiphong 31st July, and Hoihow 2nd Aug., Gen.—A. R. M.

Harbart, Br. s.s., 2,149, H. Bowling, 31st July, —Melbourne 29th June, Flour.—S., T. & Co.

Hongkong Maru, Jap. s.s., 3,447, E. Bent, 27th July,—San Francisco 28th June, Honolulu 5th July, Yokohama 18th, Kobe 19th, Nagasaki 21st, and Shanghai 24th, Mails and Gen.—T. K. K.

Kashima Maru, Jap. s.s., 1,746, M. Utsu, 25th July,—Moji 17th July, Coal.—M. B. K.

Keong Wai, Ger. s.s., 1,121, J. Köhler, 31st July,—Bangkok 15th July, Rice and Teakwood.—B. & S.

Knivsberg, Ger. s.s., 646, J. Kayser, 22nd July, —Macao 22nd July, Ballast.—J. & Co.

Laisang, Br. s.s., 3,460, E. J. Todd, 2nd Aug., —Calcutta 18th July, Penang and Singapore 28th, Gen.—J., M. & Co.

Monteagle, Br. s.s., 3,953, S. Robinson, R.N.R., 25th July,—Vancouver 28th June, and Shanghai 22nd July, Gen.—C. P. R. Co.

Nikkai Maru, Jap. s.s., 1,044, W. Nakagawa, 30th July,—Hongay 26th July, Coal.—Mr. Bune.

Palma, Br. s.s., 4,913, W. G. Cockman, 1st Aug.,—London 22nd June, Gen.—P. & O. S. N. Co.

Phuyen, Fr. s.s., 1,249, Bouisson, 31st July,—Saigon 26th July, Rice.—B. & Co.

Progress, Nor. s.s., 1,641, Thos. Schjewig, 28th July,—Sandakan 23rd July, Gen.—Wallem & Co.

Pronto, Nor. s.s., 1,838, T. Seeberg, 2nd Aug., —Saigon 28th July, Rice.—Wallem & Co.

Solstad, Nor. s.s., 897, N. Bjornsgaard, 1st Aug.,—Saigon 27th July, Rice.—Aagaard, Thoresen & Co.

Sungkiang, Br. s.s., 987, G. H. Pennefather, 17th July,—Cebu and Iloilo 13th July, Sugar and Wood.—B. & S.

Tean, Br. s.s., 1,346, A. Sommerville, 2nd Aug., —Manila 30th July, Gen.—B. & S.

Telemachus, Br. s.s., 1,740, J. Williamson, 31st July,—Saigon 27th July, Rice.—Wo Fat Seng & Co.

Waishing, Br. s.s., 1,170, Richard, 30th July,—Moji 25th July, Coal.—J., M. & Co.

Wingsang, Br. s.s., 1,552, H. J. Walker, 3rd Aug.,—Moji 27th July, Coal.—J., M. & Co.

SAILING VESSELS.

King George, Br. ship, 2, 57, J. C. White, 21st July,—Swatow 5th July, Ballast.—S. O. Co.

Lyndhurst, Br. 4-masted ship, 2,503, Parnell, 26th July,—Kobe 1st June, Ballast.—S. O. Co.

CHINA COAST METEOROLOGICAL REGISTER.

August 3rd, 1907, a.m.

			Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7	a.m.	—	—	—	—	—	—
Nemuro	6	a.m.	29.97	—	—	SW	4	—
Hakodate		"	29.97	—	—	—	0	—
Tokio		"	30.02	—	—	—	0	—
Kochi		"	29.95	—	—	—	0	—
Nagasaki		"	29.88	—	—	SE	2	—
Kagoshima		"	29.91	—	—	NE	4	—
Oshima		"	29 85	—	—	—	0	—
Naha		"	29.85	—	—	—	0	—
Ishigakijima		"	29 82	—	—	NE	6	—
Chefoo	6	a.m.	—	—	—	—	—	—
Weihaiwei	9	a.m.	29 75	76	—	ENE	1	or
Hankow	6	a.m.	—	—	—	—	—	—
Kiukiang		"	—	—	—	—	—	—
Shanghai	9	a.m.	29.74	76	91	S	2	ovr
Gutzlaff		"	29 76	77	77	SSE	2	omd
Sharp Peak		"	29.78	84	83	SE	1	b
Amoy	6	a.m.	29.66	82	91	—	0	c
Swatow		"	29 71	81	87	NE	1	c
Taihoku	5	a.m.	29.78	—	—	S	2	—
Taichu		"	29.79	—	—	—	0	—
Tainan		"	29.77	—	—	E	2	—
Koshun		"	29.78	—	—	E	6	—
Pescadores		"	29.75	—	—	SE	4	—
Canton	9	a.m.	29.76	86	76	WNW	1	b
Hongkong	10	a.m.	29.74	87	65	NNE	1	o
Victoria Peak		"	—	—	—	ENE	2	—
Cap Rock		"	—	—	—	—	—	—
Macao		"	29.75	87	—	NNE	1	c
Hoihow	9	a.m.	—	—	—	—	—	—
Pakhoi		"	—	—	—	—	—	—
Phulien	10	a.m.	—	—	—	—	—	—
Tourane		"	—	—	—	—	—	—
C. St. James		"	—	—	—	—	—	—
Aparri	6	a.m.	—	—	—	—	—	—
Manila	10	a.m.	29 84	84	71	S	1	o
Legaspi	6	a.m.	29 87	79	—	—	0	c
Bacolod	9	a.m.	—	—	—	SW	1	b
Iloilo		"	29 85	83	—	SW	1	b
Cebu		"	29.87	87	—	S	2	b
Labuan		"	29.88	83	—	—	—	—

August 5th, 1907, a.m.

Vladivostock	7	a.m.	—	—	—	—	—	—
Nemuro	6	a.m.	—	—	—	—	—	—
Hakodate		"	—	—	—	—	—	—
Tokio		"	—	—	—	—	—	—
Kochi		"	—	—	—	—	—	—
Nagasaki		"	—	—	—	—	—	—
Kagoshima		"	—	—	—	—	—	—
Oshima		"	—	—	—	—	—	—
Naha		"	—	—	—	—	—	—
Ishigakijima		"	—	—	—	—	—	—
Chefoo	6	a.m.	29 63	76	95	—	0	or
Weihaiwei	9	a.m.	29.61	74	—	SSE	1	or
Hankow	6	a.m.	29.74	82	87	SE	1	o
Kinkiang		"	29 69	84	68	SW	3	c
Shanghai	9	a.m.	29 70	84	83	SSW	1	c
Gutzlaff		"	29 68	83	91	S	2	o
Sharp Peak		"	29 77	83	89	S	1	c
Amoy	6	a.m.	29.72	83	87	SW	2	c
Swatow		"	29.72	80	91	SSE	2	c
Taihoku	5	a.m.	29.78	—	—	—	0	—
Taichu		"	29.81	—	—	—	0	—
Tainan		"	29 80	—	—	E	2	—
Koshun		"	29 80	—	—	—	0	—
Pescadores		"	29 77	—	—	SE	4	—
Canton	9	a.m.	29.75	79	95	—	0	or
Hongkong	10	a.m.	29.76	84	76	SSE	2	op
Victoria Peak		"	—	—	—	SSW	6	—
Cap Rock		"	—	—	—	—	—	—
Macao		"	29 74	85	—	SE	1	op
Hoihow	9	a.m.	—	—	—	—	—	—
Pakhoi		"	—	—	—	—	—	—
Phulien	10	a.m.	—	—	—	—	—	—
Tourane		"	—	—	—	—	—	—
C. St. James		"	—	—	—	—	—	—
Aparri	6	a.m.	29.81	81	—	W	1	o.
Manila	10	a.m.	29.84	79	84	SW	1	o
Legaspi	6	a.m.	29.83	73	—	—	0	o
Bacolod	9	a.m.	—	—	—	WSW	1	cp
Iloilo		"	29.85	80	—	SW	1	o
Cebu		"	29.89	78	—	—	0	o
Labuan		"	29.72	80	—	—	—	—

	Aug. 4 at 10 a.m.	Aug. 4 at 4 p.m.
Barometer	29.75	29.68
Temperature	79	82
Humidity	81	84
Rainfall	1.15	—

Steamers Expected.

Vessels	From	Agents	Due
Marmora	Singapore	P. & O. Co	Aug. 7
Levanto	Singapore	C. & Co.	Aug. 7
Shawmut	Manila	D. & Co., Ld	Aug. 8
Iyo Maru	Singapore	N. Y. K.	Aug. 8
Wakamiya M.	Moji	N. Y. K.	Aug. 8
Japan	Singapore	D. S. & Co	Aug. 9
P. E. Friedrich	Colombo	M. & Co.	Aug. 12
Zieten	Japan	M. & Co.	Aug. 13
America Maru	Japan	T. K. K.	Aug. 17
Indravelli	New York	S., T. & Co	Aug. 20
Tartar	Vancouver	C. P. R. Co	Aug. 23

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Vigilante ..... at Kowloon Dock
Hunan ..... " "
Dakotah ..... " Cosmopolitan "

The Ships Passed Canal.

28th June—*Formosa, Gneisenau, Montrose, Kawachi Maru, Salazie, Wth, Priam.* 2nd July—*Hohenstaufen, Benmohr, Inaba Maru, Poona.* 5th July—*Oceanien, Indrant, Ajax, Palma, Teucer, Chikugo Maru, Nore, Vorwaert.* 9th July—*Inaba Maru.* 12th July—*Iyo Maru, Glentarn.* 16th July—*Indrawadi, Glamorganshire, Kamakura Maru, Amatomi Maru, Tambov.* 23rd July—*Prinz Eitel Friedrich, Devanha, Hydra.* 26th July—*Agamemnon, Lennox, Nubia, Indravelli, Sanuki Maru, Tourane, Brasilea.* 30th July—*Glenavon, Flintshire, Longsor, Hitachi Maru, Roon, Segovia, Sikh, Braunfels, Norman Prince, Whitecrest.* 2nd August—*Orbi, Achilles, Antenor, Sydney, Liberia.*

Arrivals at Home—25th June—*Belgravia, Atholl, Persia, Bayern, Sibirien, Tamba Maru.* 26th July—*Sumatra.* 28th June—*Tourane.* 2nd July—*Benalder.* 9th July—*Benglos, Breiz Huel, Glenturret, Indramayo, Malacca, Senegambia, P. R. Luitpold, Sotrudnik.* 12th July—*Formosa.* 16th July—*Gneisenau, Hohenstaufen.* 18th July—*Poona, Nore.* 23rd July—*Benmohr, Kamakura Maru, Montrose.* 25th July—*Malacca.* 26th July—*Scharnhorst, Australien, Prometheus, Erroll.* 30th July—*Glenearn, Trisik.* 2nd August—*Indramayo, Indrant.*

Post Office.

A Mail will close for:—

Haiphong—Per *Hanoi*, 6th Aug., 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Hongkong Maru*, 6th Aug., 10 A.M.
Bangkok—Per *Choising*, 6th Aug., 10 A.M.
Europe, &c., India, &c.—Per *Tonkin*, 6th Aug., 11 A.M.
Swatow, Amoy and Foochow—Per *Haimun*, 6th Aug., 1 P.M.
Macao—Per *Sui Tai*, 6th Aug., 1.15 P.M.
Manila—Per *Tean*, 6th Aug., 3 P.M.

VISITORS AT THE HOTELS.

HONGKONG.

Abraham, E. S.
Adams, P. R.
Aftalion, A.
Andrews, J. I.
Backhouse, J.
Baring, A. F.
Battiscombe, H. G.
Beattie, R. B.
Birbeck, R. J.
Bisney, Mr. & Mrs. S.
Bisney, Miss
Blackmore, F. W. G.
Blunn, A. B.
Brayfield, T.
Brighton, F. G.
Bye, A. Vander Does de
Carpenter, E. W.
Carter, A.
Chabeaux, Mr. & Mrs. L. and maid
Chinchen, S. J.
Colvin, H. E.
Crook, A. H.
Cruickshank, A.
Cruickshank, J.
Cumming, W. M.
Donald, Mr. and Mrs. W. H.
Doolittle, F. H.
Dunrich, A. E.
Einstmann, W.
Ewing, N. N.
Fairchild, H. J.
Fisher, H. G.
Fitzgerald, H.
Franklin, C. B.
Franklin, G. G.
Frost, B. L.
Fuller, Stuart J.
Fuller, Denman
Gregory, A.
Hall, Capt. T.
Hanron, J.
Hewett, Hon. Mr. E. A.
Howard, E.
Hunter, R.
Jack, Mrs. C. M.
Jones, Mr. and Mrs. W. H.
Jokl, J. P. F.
Joseph, Mr. and Mrs.
Joseph, R. M.
Joughin, J. C.
Katsch, E. A.
Knight, W. B.
Kunzi, P.
Laing, A. H.
Linton, P.
Logan, W.
Logan, Mrs. W.
Mack, C.
Malden, G. F.
Marks, Brisbane
Marriott, Dr. O.
McIntosh, G. C.
Moore, Dr. and Mrs. W. B. A.
Newborn, R. H.
Paine, A. E.
Peake, W.
Pettingell, Mrs.
Pinnell, W.
Pfordten, A. R. Von der
Powell, W. A.
Preshaw, C. M.
Pugh, A. J.
Quin, J.
Ralphs, E.
Ray, E. H.
Silk, C. A.
Smith, Mrs A. G.
Spittles, J. S.
Spurge, H. S.
Stebbing, W. T.
Stevens, Fev. A.
Thompson, Miss H. M.
Thompson, Mrs. M. L.
Toledano, Th.
Topless, H. J.
Tricker, C. H.
Uyemura, K.
Walker, W. B.
Ward, J. C.
Williams, C. A. S.
Williams, J. T. L.
Wishart, I. B.
Wishart, L. I.
Woods, J. D.
Wright, R. J. L.
Young, A. H.

OCCIDENTAL.

Brown, Mr. W. S.
Capell, Mr. and Mrs. J. R. and 2 children
Farrow, Mr. and Mrs. J. L.
Gow, W.
Gow, Mrs. W. and 2 children
Lowe, I. C.
Munro, Miss A.
Pellen, Mr.
Piper, C.
Simpson, Mr. and Mrs. T. K.
Simpson, Mrs. W. M. and child
Tabot, D.
Thomas, Lt.-Comdr. L.
Whyte, Mr. and Mrs. R. and child

KING EDWARD.

Almond, Capt. & Mrs. Russell
Bramley, Harry
Chapman, W. A.
Colmesnil, Mrs. Geo de
Corse, Jr., Mr. and Mrs. G. H.
Fiest, Mr. and Mrs. M.
Gee, A. H.
Jackson, Mrs. & child
Joseph, J. E.
Liese, Dr.
Lloyd, Geo. T.
Loy I, Dr.
Lundholm, Capt. B.
Newson, Mr. and Mrs. and child
Nicholson, D. M.
Passmore, Mrs. W. C.
Peacock, Miss Annie
Pearman, H.
Peters, Major and Mrs.
Schindewolf, Mr. and Mrs.
Silverstone, Mr. & Mrs. S.
Silverstone, Arthur H.
Silverstone, M. L.
Silverstone, M. S.
Stephens, Mrs. Clearles A.
Stevenson, D. V.
Story, G. F.
Wilson, Wm. W.

PEAK.

Belson, Mrs
Blair, Mr and Mrs. D. K.
Bonham, Capt.
Broadwood, C.B., H.E. Major General K. G.
Carruthers, E. S.
Chalmers, J. H.
Clegg, Eng. Lt. and Mrs.
Cochrane, Mr.
Darling, Col.
Davies, Hon. W. Rees
Ede, Mr. and Mrs.
Eissler, M.
Eliott, Mr. and Mrs.
Ellis, A.
Ellis, Mr. and Mrs.
Ellis, Mr. & Mrs S. H.
Fischer, R.
Fraser, Mr.
Fremantle, Lt.-Comdr. and Mrs.
Fuchs, Mr.
Galbraithe, Mr
Gelsthrope, Mr.
Gibson, Mr.
Grove, Mr.
Hancock, Mr.
Harding, Mr. and Mrs.
Haron, J.
Haxeland, F. A.
Hell, P.
Hockaday, W. T.
Kent, R.A., Col.
Leverett, Mr.
Mackenzie, A.
Major, M., and Mrs.
Martin, R.
Marshall, Mr.
Mast, E.
McCaffery, Mr. & Mrs.
McIsaac, Mrs.
Mitchell, R.
Moss, D. K.
Osborne, Mr. and Mrs.
Pasquet, Madame
Pereira, Consul & Mrs.
Perkins, Mr. and Mrs.
Reid, Lieut.-Col.
Rissland, Mr. & Mrs. H.
Ross, Major R. J.
Russell, Mr. and Mrs.
Sayer, G. W.
Sinclair, A.
Smith, A. Findlay
Synnot, Capt. A. Hart
Vipan, Mrs. and Miss
Watkins, Mr. and Mrs.
Wilder, A. P.

CRAIGIEBURN.

Adams, M. and Mrs. F. R. J.
Bent, Mrs. H.
Bonnar, Mr. and Mrs. J. W. C.
Child, Rev. & Mrs. F.
Clothier, Mr. and Mrs. H. W.
Darton, F. H.
Denison, Misses (2)
Gittins, A.
Hollingsworth, Mr. & Mrs.
Jones, Dr. and Mrs. Evan
Smith, Mr. and Mrs. Grant
Smith, Percy

KOWLOON.

Francisco, Luraschi
Lue, 2nd-Lieut. V.
Oilbrecht, Mr.
Harding, Reginald
Hunt, E.
Robertson, Mrs.
Schulz, Chief-Engr.
Varrenne, Lt.-Com. De

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported a
Alacrity	despatch-vessel	700	4	3,000	Commander E. La T. Leatham	Weihaiwei
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain C. L. Vaughan-Lee	Japan
Bedford	cruiser, 1st class	9,800	14	22,000	Captain S. E. Erskine	Japan
Bramble	river gunboat	710	6	900	Lieut.-Commander E. G. W. Davidson	Shanghai
Britomart	river gunboat	710	6	900	Lieut.-Commander W. L. Bamber	Hongkong
Cadmus	sloop	1,070	6	1,400	Commander B. L. Majendie	Weihaiwei
Cherub	water tank and tug	300	—	300		Hongkong
Clio	sloop	1,070	6	1,400	Commander C. D. S. Raikes	Shanghai
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander A. L. Gresson	Japan
Flora	cruiser, 2nd class	4,360	10	7,000	Captain H. Grant-Dalton	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander W. H. Darwall	Japan
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Dickens	Japan
Ianus	torpedo boat destroyer	280	6	5,900	Lieut.-Commander C. A. Fremantle	Hongkong
Keni	cruiser, 1st class	9,800	14	22,000	Captain S. V. Y. de Horsey	Japan
King Alfred*	cruiser, 1st class	14,100	18	30,000	Captain C. F. Thursby	Japan
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander Percy Crabtree	Yangtsze
Merlin	surveying ship	1,070	6	1,400	Commander F. H. Walter	Penang
Monmouth	cruiser, 1st class	9,800	14	22,000	Captain J. A. Fuke	Yokohama
Moorhen	river gunboat	180	2	800	Lieut.-Commander Robert E. Vaughan	West River
Otter	torpedo boat destroyer	350	6	6,300	Lieut.-Commander J. Kiddie	Japan
Robin	river gunboat	85	2	240	Lieut.-Commander C. C. Walcott	Hongkong
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. R. Tickell	West River
Snipe	river gunboat	85	2	240	Lieut.-Commander S. H. Tennyson	Yangtsze
Taku	torpedo boat destroyer	250	6	6,500	Boin. W. Strath	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore R. H. S. Stokes	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander H. R. Godfrey	Yangtsze
Thistle	river gunboat	710	6	900	Lieut.-Commander R. M. R. West	Hongkong
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Stevenson	Japan
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Amoy
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander H. B. Cox	Japan
Widgeon	river gunboat	695	2	800	Lieut.-Commander G. B. Spicer-Simson	Yangtsze
Woodcock	river gunboat	150	2	550	Lieut.-Commander G. J. Todd	Yangtsze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtsze

* Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

Name.	Flag and Description.	Tons.	Guns.	H. P.	Commanding Officers.	Last reported at
Achéron	armoured gunboat	1,721	8	1,600	Lieut. Fauré	Saigon
Adour	receiving-ship	—	—	—	Lieut Du Merle	Hainhong
Alger	2nd class cruiser	4,329	20	8,000	Commander Fournier	Chefoo
Alouette	torpedo-depot	506	—	400	Commander Kérihuel	Saigon
Argus	river gunboat	180	6	1,150	Lieut. Audouard	Si-kiang (Canton)
Bruix	armoured cruiser	4,811	16	8,700	Captain Rocñas	Chefoo
Décidée	gunboat	647	12	900	Lieut. Le Blanc	Y'tse kiang (S'hai)
D'Entrecasteaux †	1st class cruiser	8,123	26	14,500	Capt. Tracou	Chefoo
Esturgeon	sub-marine	—	—	—	Lieut. Combet	Saigon
Fronde	destroyer	303	7	7,000	Lieut. Thierry	Saigon
Henri Rivière	river gunboat	141	5	160	Lieut. Meha	Haiphong
Kersaint †	3rd class cruiser	1,397	13	2,200	Commander Jaime	Saigon
Lynx	sub-marine	—	—	—	Lieut. Guesnel	Saigon
Manche	surveying-ship	1,512	10	800	Commander Ragot de la Touche	Saigon
Monsquet	destroyer	303	7	7 0 0	Commander De la Roche Karandraon	Saigon
Oiry	river gunboat	165	6	501	Lieut. Doe de Maindreville	Y'tse-king T'king
Pelho	river gunboat	130	3	280	Lieut. Marchand	Tongku
Perle	sub-marine	—	—	—	Lieut. Hubert	Saigon
Pistolet	destroyer	303	7	7,000	Commander Mortenol	Hongay
Protée	sub-marine	—	—	—	Lieut. Morris	Saigon
Redoutable *	battleship, reserve	9,330	39	6,500	Capt. Passerat de Silans	Saigon
Styx	armoured gunboat	1,721	8	1,600	Lieut. Seriot	Haipong
Takiang	steam-launch	—	—	—	(Amene O'ry)	Upper Yangtse
Vauban	torpedo-depot	—	—	—	Commander Mortenol	Hongay
Vétéran	torpedo-depot	—	—	—	Lieut. Bihel	Cap Saint-Jacques
Vigilante	river gunboat	180	6	1,800	Lieut. Devarenne	Hongkong

† Flagship of Rear-Admiral Boisse, Commander-in-Chief.

‡ At the disposal of Rear-Admiral de Marolles, Commanding the naval defence of Indo-China.

	Gunboats.	475	—	—	Reserve.	Saigon
Vipère		500	—	—		
Lion		473	—	—		
Comète		170	—	—		
Bâonnett		140	—	—		
Bouclier		184	—	—		
Coronadé		140	—	—		
Cimeterre		141	—	—		Haiphong
Estoc		200	—	—		
Jacquin						

(*) Flagship of Rear-Admiral de Marolles.
Commanding the naval defence of Indo-China.

WEATHER-FORECASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards — indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and a DRUM below — indicates a Typhoon to the North-East of the Colony.
3. A DRUM — indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below — indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards — indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below — indicates a Typhoon to the South-West of the Colony.
7. A BALL — indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below — indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	£1,000,000 $11,000,000 $250,000	$1,721,558	£1.15/- and bonus of £1 @ Ex. 2/3½ = $24.33 making $40.80 for 1906	4¼ %	$675 s. ex n. is. $515 s. n. issue London £8½ ex new issue London £60 n. issue first call
Do. (new)	40,000	$125	$62½					
National Bank of China, Limited	99,925	£7	£6	£12,735 $300,000	$71,273	$2 (London 3/6) for 1905	...	$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,675,000 $200,000	$233,638	$20 for 1905	7½ %	$270
North China Insurance Company, Limited	10,000	£15	£5	£110,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	Interim of 7/6 for account 1906 @ ex 2/10 12.16 per tael	6 %	Tls. 75 buyers
Union Insurance Society of Canton, Limited	12,400	$250	$100	$3,000,000 £70,000 $456,407 £125,137.15/- $817,628	£1,460,410	Final of $12 making $42 for 1905 and interim of $30 for 1906	5½ %	$775
Yangtsze Insurance Association, Limited	8,000	$100	$60	$800,000 $136,287 $15,527	£461,467	$12 for year ending 31.12.05	6½ %	$180 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 $320,449 $7,616	$562,980	$6 and bonus $2 for 1905	9½ %	$88 sellers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,256,483	$435,236	$40 for 1905	12½ %	$320 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$7,000	$365	$1 for 1906	6½ %	$15
Douglas Steamship Company, Limited	20,000	$50	$50	$264,638 $93,562	Nil.	$2½ for year ended 30.6.1906	6 %	$41
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 $600,000 $144,386	$120,170	$1 for 2nd half-year making $2.00 for 1906.	6¾ %	$29½
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£60,000 £270,000	£3,694	5/- for 1906 @ ex 2/2½ = $2.14 per share	3½ %	$67
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 13,327	Final of Tls. 3½ making Tls. 5½ (Pref.) and final of Tls. 3 making Tls. 5½ (ord.) for 1906	11½ % 10½ %	Tls. 47 Tls. 50 buyers
Do. (Preference)	100,000			£400,000				
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£5,167.14.1 $65,000	85,355.6.10	Interim of 1/- (Coupon No. 8) for a/c 1907.	4½ %	46/- sellers
"Star" Ferry Company, Limited	10,000 10,000	$10 $10	$10 $5	$32,957	$137	$1.00 $0.50 for year ending 30.4.1907	4 % 3½ %	$25 $14
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 410,479 Tls. 62,000 Tls. 81,200 Tls. 30,000	Tls. 18,730	Final of Tls. 2 making Tls. 6 for 1906	12½ %	Tls. 48
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$450,000	9,218	$8 for year ending 31.12.06	8 %	$100
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none		$3 for 1907	...	$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	4½ %	Tls. 89 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£110,000 £26,011	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15.70 sellers
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4,873	Dr. £8,745	No. 12 of 1/-=48 cents	...	$5 buyers
DOCKS, WHARVES, & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$64,124	$10,335	$1.75 for year ending 31.12.06	10 %	$17½ sellers
Hongkong & Kowloon Wharf and Godown Co., Ld.	40,000	$50	$50	$100,000 $23,152 $30,000	$3,047	Interim of $2 for six months ending June 30th 1907	7 %	$72½ ex div.
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$49,500 $50,000	$400,933	$6 for 2nd half-year making $12 for 1906	12 %	$100 buyers
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	1,000,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4½ %	Tls. 72 ex div. b.
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	c. 487,210 Tls. 100,000 Tls. 192,100 Tls. 75,000	Tls. 23,117	Final of Tls. 10 making Tls. 18 for year ending 31.12.06 on old capital	8 %	Tls. 227 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 6 for 14½ months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	$30,000	$8,418	$3 for year ended 30.6.1906	10½ %	$28
Central Stores, Limited	50,123	$15	$15	$1,000	$9,178	$1.80 for 1906	12 %	$15
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,075 £26,075	£371	$5 for second half-year making $10 for 1906	9 %	$110
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$56,218	Interim of $3½ for half year ending 30.6.07	7½ %	198 sales
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$208,386	$11,567	80 cents for 1906	7½ %	$10½ buyers
Kowloon Land and Building Company, Limited	6,000	$50	$30	$50,000 none	$1,089	$2½ for 1906	6¼ %	$37
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 869,493 Tls. 170,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7½ %	Tls. 100 sales
West Point Building Company, Limited	12,500	$50	$50	none	$1,519	Interim of $2 for half year ending June 30th	8½ %	$48 ex div.
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15½ %	Tls. 64 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	Tls. 45,939 $110,000	$21,660	$1½ for the year ending 31.7.06	11½ %	$11
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	12½ %	Tls. 52 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 31,469	Tls. 8 for 1906	8½ %	Tls. 92½ buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 50,663	Tls. 50 for 1906	15½ %	Tls. 325
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,299	£638	1/3 per share for 1906	9 %	16½
Campbell, Moore & Co., Limited	1,200	$10	$10	$9,000	1653	$3 for 1905	...	$20 sellers
China-Borneo Company, Limited	60,000	$12	$12	none	Nil.	$1 for 1904	...	$9½ buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 60 buyers
China Light and Power Company, Limited	50,000	$10	$10	none	$25,000	60 cents for year ended 13.2.05	...	$5
Do. Do. special shares	* 50,000	$1	$1					
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$115,000	$855	80 cents for 1906	9 %	$8.90 sellers
Dairy Farm Company, Limited	25,000	$7½	$6	$50,000	$2,555	$1.30 for year ending 31.7.1906	8¾ %	$15 buyers
Green Island Cement Company, Limited	400,000	$10	$10	$11,000	$10,804	Interim of 50 cents per share for a/c 1907	9½ %	$10½ buyers
Hall & Holts, Limited	21,000	$20	$20	$186,000	$15,022	$2½ for year ending 28.2.07	11 %	$24 buyers
Hongkong Electric Company, Limited	60,000	$10	$10	none	$2,953	11 per share for year ending 28.2.07	7 %	$14½ sellers
Hongkong Ice Company, Limited	5,000	$25	$25	$105,000	$4,361	Interim of $4 for 1-year ending June 30th '07	9½ %	$241 ex div.
Hongkong Rope Manufacturing Company, Ld.	50,000	$10	$10	$65,000	$4,212	$2.00 for year ending 31.12.06	9 %	$22½ buyers
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,503 Tls. 27,623	Tls. 10,374	Second interim div. of Tls. 7½ for a/c 1907.	9½ %	Tls. 305 sellers
Peak Tramways Company, Limited	25,000	$10	$10					$10½ buyers
Peak Tramways Company (new)	50,000	210	$1					$1½ buyers
Philippine Company, Limited	67,500	$10	$10	none	$2,655	$1 per sh. for period from 19th Oct. to 30th Apr. '07	...	$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50		Dr. P. 34,324	None	..	Tls. 105½
Shanghai Horse Bazaar Co., Ld.	5,400	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,990	Final of Tls. 3½ and bonus of Tls. 1½ for year ending 31.12.06	4½ %	Tls. 45 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 67,323	Tls. 9,751	Tls. 4 for 1905	...	Tls. 80 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 45,000 Tls. 8,000 Tls. 24,820	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	12½ %	Tls. 80 sellers
Shanghai Waterworks Company, Limited	8,175	£20	£20	Tls. 50,000	Tls. 7,843	Final of Tls. 6 making Tls. 10 for 1906	8½ %	Tls. 120 sales
	7,200	£20	£15	Tls. 190,000	Tls. 85,592	Interim div. of 15/- for ½-year 1906	...	Tls. 300 buyers
South China Morning Post, Limited	6,000	$25	$25	none		Interim div. of 5/- for ½-year 1907	...	Tls. 270 buyers
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	Dr. $41,934	None	...	$22
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295	$214	30cts.(old) & 15cts.(new) year ended 31.5.06	4½ %	$7
Union Waterboat Company, Limited	50,000	$10	$10	Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	...	Tls. 97
United Asbestos Oriental Agency, Limited	10,000	$10	$4	none	$349	First year	...	$12½ sales
Watson, (A. S.) & Co., Limited	90,000	$10	$10	$25,000	$252	70 cents on 9,900 ord. shares and $9.90 on 100 Founders for year ending 31.5.1906	6½ %	$10½ buyers
William Powell, Limited	15,000	$10	$10	$300,000 $25,000	$5,482	Final of 40 cents per share making 80 cents for year ending 31.12.07	7½ %	$11 buyers
				$4,500	$182	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	$8

* These shares are entitled to half of the profits.

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Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 10th August, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Himalaya*, 7,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 31st July, 1907. [1

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN,"

Captain Mouton, will be despatched for MARSEILLES TO-MORROW, the 6th August, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *SALAZIE* ..... 20th August.
S.S. *POLYNESIEN* ..... 3rd Sept.
S.S. *TOURANE* ..... 17th Sept.
S.S. *AUSTRALIEN* ..... 1st Oct.
S.S. *NERA* ..... 15th Oct.
S.S. *YARRA* ..... 29th Oct.

G. DE CHAMPEAUX,
Agent.

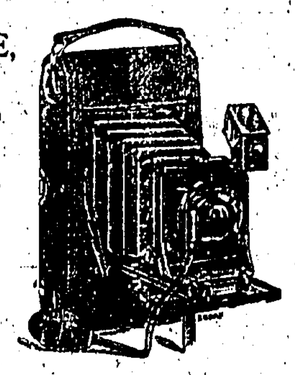
Hongkong, 5th August, 1907. [10

Intimations.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE, GENERAL HOUSEHOLD REQUISITES, &c., &c., &c.



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Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905. [49

DEWAR'S WHISKY

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15, 16 & 17, Connaught Road Central. [480